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Fifteenth Lok Sabha
(Tenth Session)



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CONTENTS

Fifteenth Series, Vol. XXIII, Tenth Session, 2012/1934 (Saka)

No. 8, Wednesday, March 21, 2012/Chaitra 1, 1934 (Saka)

SUBJECT	PAGES
REFERENCE BY THE SPEAKER	
Death of 15 persons and injuries to 3 others in a collision of a mini van with the Mathura-Kasganj Express.....	1
OBSERVATION BY THE SPEAKER	
Notices for suspension of Question Hour.....	2
ORAL ANSWER TO QUESTION	
*Starred Question No. 101.....	3-7
WRITTEN ANSWER TO QUESTIONS	
Starred Question Nos. 102 to 120.....	7-44
Unstarred Question Nos. 1151 to 1380.....	44-506
PAPERS LAID ON THE TABLE	506-513, 548
COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTION	
23rd Report.....	513
COMMITTEE ON SUBORDINATE LEGISLATION	
23rd and 24th Reports.....	513
STANDING COMMITTEE ON FINANCE	
50th Report.....	513-514
STANDING COMMITTEE ON SOCIAL JUSTICE AND EMPOWERMENT	
19th to 22nd Reports.....	514
STANDING COMMITTEE ON SCIENCE AND TECHNOLOGY, ENVIRONMENT AND FORESTS	
221st Report.....	514
STATEMENT BY MINISTER	
Status of implementation of the Recommendations Contained in the 21st Report of the Standing Committee on Information Technology on Demands for Grants (2011-12), Pertaining to the Department of Telecommunications, Ministry of Communications and Information Technology	
Shri Milind Deora.....	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	PAGES
MATTERS UNDER RULE 377.....	515-527
(i) Need to set up computerized reservation counter and unreserved rail ticket counter at Bichhia and Mihinpurwa railway stations under North Eastern Railways	
Shri Kamal Kishore 'Commando'.....	515-516
(ii) Need to amend the Wildlife Protection Act, 1972 in order to protect the interests of people residing adjacent to forest areas	
Shri Anto Antony.....	516
(iii) Need to enact a law in Parliament to set up an Institution at the State level for monitoring proper allocation and utilisation of Social Component Plan and Tribal Sub Plan funds	
Dr. Manda Jagannath.....	516-517
(iv) Need to upgrade the Clinical Research Unit in the Edathala Grama Panchayat, Aluva, Kerala to a full-fledged Unit	
Shri K. P. Dhanapalan.....	517-518
(v) Need to sanction funds for renovation of Mundrothuruthu Railway Station, augment railway services and passenger amenities in Mavelikkara Parliamentary Constituency, Kerala	
Shri Kodikkunnil Suresh.....	518-519
(vi) Need to Streamline mid-day meal scheme in government schools in Hoshiarpur Parliamentary Constituency, Punjab	
Shrimati Santosh Chowdhury.....	519
(vii) Need to set up a Zonal Office of State Bank of India at Silchar, Assam	
Shri Kabindra Purkayastha.....	519-520
(viii) Need to strengthen and elevate embankments of Sikarhana-Burhi Gandak river in Bihar to prevent annual floods in the region	
Shrimati Rama Devi.....	520-521
(ix) Need to issue 'No Objection Certificate' for land- use by Bokaro Thermal Plant and Chandrapura Power Plant in Giridih Parliamentary Constituency, Jharkhand	
Shri Ravindra Kumar Pandey.....	521
(x) Need to impress upon Government of Delhi to extend benefit of reservation in government services and educational institutions to OBC candidates having OBC certificates issued by other State Governments	
Shri Tufani Saroj.....	521-522

SUBJECT	PAGES
(xi) Need to allocate adequate power to Uttar Pradesh from Central Power Projects Shri Bhisma Shankar Alias Kushal Tiwari.....	522-523
(xii) Need to run a direct train from Saharsa to Hatia in Bihar Shri Dinesh Chandra Yadav.....	523
(xiii) Need to enhance the per unit assistance given under Indira Awas Yojana Dr. Ratna De.....	523-524
(xiv) Need to provide forest land for construction of road under the Pradhan Mantri Gram Sadak Yojana from Adimalaikadu to Kemmampatty in Dharmapuri Parliamentary Constituency, Tamil Nadu Shri R. Thamaraiselvan.....	524
(xv) Need to address the problem of malnutrition in the country Shri P.K. Biju.....	524-525
(xvi) Need to expedite computerization of office of Employees' Provident Fund Organisation in Keonjhar Parliamentary Constituency, Odisha Shri Yashbant Laguri.....	525-526
(xvii) Need to restart Cement Factory at Japla, district Palamu, Jharkhand Shri Kameshwar Baitha.....	526-527
SUBMISSION BY MEMBERS	
Criteria for defining poverty line by Planning Commission.....	527
Shri Sharad Yadav.....	527-531
Shrimati Sushma Swaraj.....	531-533
Shri Mulayam Singh Yadav.....	533-535
Dr. Baliram.....	535-536
Shri Basu Deb Acharia.....	536-538
Shri Bhartruhari Mahtab.....	538-540
Shri Prabodh Panda.....	540-541
Shri T.R. Baalu.....	541
Shri Anant Gangaram Geete.....	541-542
Dr. M. Thambidurai.....	542-543

SUBJECT	PAGES
Shri Kalyan Banerjee.....	543
Dr. Raghuvansh Prasad Singh.....	543-544
Shri Aruna Kumar Vundavalli.....	544-547
ANNOUNCEMENT BY THE SPEAKER.....	548-549
MESSAGE FROM HON'BLE PRESIDENT	
RAILWAY BUDGET (2012-13) - GENERAL DISCUSSION	
DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS), 2012-13	
DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 2011-12 AND	
DEMANDS FOR EXCESS GRANTS - (RAILWAYS), 2009-10	
Shri Kalyan Banerjee.....	549-550
Shri N. Peethambara Kurup.....	550-553
Shri Harin Pathak.....	553-557
Shri Adhalrao Patil Shivaji.....	557-559
Shri P.C. Gaddigoudar.....	559-561
Shrimati Paramjit Kaur Gulshan.....	561-565
Shri P.L. Punia.....	565-568
Shrimati Santosh Chowdhary.....	569-571
Shri Kirit Premjibhai Solanki.....	571-573
Shri S.R. Jeyadurai.....	573-576
Shri Ramashankar Rajbhar.....	576-577
Shri Inder Singh Namdhari.....	577-581
Shri Prataprao Ganpatrao Jadhav.....	581-583
Shri Rayapati Sambasiva Rao.....	583-587
Shri Shivarama Gouda.....	587-588
Shri A. Ganeshamurthi.....	588-591
Yogi Aditya Nath.....	591-596
Shri K.C. Singh Baba.....	596-599
Dr. Mirza Mehboob Beg.....	599-603

Shri Aruna Kumar Vundavalli.....	603
Shri Mohammed E. T. Basheer.....	603-605
Dr. Ratna De.....	605-608
Shri Bhausaheb Rajaram Wakchaure.....	608-610
Shri Gorakhnath Pandey.....	610-612
Shri Om Prakash Yadav.....	612-613
Shri Datta Meghe.....	613-615
Kumari Saroj Pandey.....	615-618
Dr. Raghuvansh Prasad Singh.....	618-622
Shri Vishu Deo Sai.....	622-623
Shri Radhe Mohan Singh.....	623-626
Shrimati Jyoti Dhurve.....	626-629
Shri Manikrao Hodlya Gavit.....	629-632
Shri C.R. Patil.....	632-634
Dr. Prasanna Kumar Patasani.....	635-637
Shri Sukhdev Singh.....	637-638
Shri Hari Manjhi.....	638-641
Shri Harsh Vardhan.....	641-642
Shri P. Karunakaran.....	642-644
Shri Jagdish Sharma.....	644-646
Shri Virendra Kumar.....	646-649
Shri Charles Dias.....	649-651
Shri Kameshwar Baitha.....	651-652
Shri Mansukhbhai D. Vasava.....	653-657
Shri S.S. Ramasubbu.....	657-660
Shrimati Ashwamedh Devi.....	660-661
Shri Murari Lal Singh.....	661-662
Shri Haribhau Jawale.....	662-665

SUBJECT	PAGES
Shri Avtar Singh Bhadana.....	665-668
Shri Harish Chandra Chavan.....	668-669
Shri Ajay Kumar.....	669-670
Dr. Padam Singh Bajirao Patil.....	670-672
Shri Vishwa Mohan Kumar.....	672-674
Shri K. Bapiraju.....	674-677
Shri Kabindra Purkayastha.....	677-679
Shri Baliram Jadhav.....	679-680
Shri Bhartruhari Mahtab.....	680-682
Shri Sohan Potai.....	682-683
Dr. Sanjay Jaiswal.....	683-684
Shri Rajendra Agarwal.....	684-687
Shri Ponnam Prabhakar.....	687-689
Shrimati Yashodhara Raje Scindia.....	689-694
Shri Satpal Maharaj.....	694-697
Shri Sanjay Dhotre.....	697-699
Shri Ravindra Kumar Pandey.....	699-701
Shri Sansuma Khunggur Bwiswmuthiary.....	701-704
Dr. Manda Jagannath.....	704-710
Shri Rakesh Sachan.....	710-712
Chaudhry Lal Singh.....	712-714
Shri Devidhan Besra.....	714
Shri G.M. Siddeshwara.....	714-716
Shri Arjun Ram Meghwal.....	717-720
Shri Rajen Gohain.....	720-724
Dr. Shafiqur Rahman Barq.....	724-725
Shri Makan Singh Solanki.....	725-726
Shri Hemanand Biswal.....	726-728

Shri Suresh Kashinath Taware.....	728-729
Shri Mahendrasinh P. Chauhan.....	729-730
Shri Pulin Bihari Baske.....	730-731
Shri Ganesh Singh.....	731-735
Shri Dushyant Singh.....	735-739
Shri Anurag Singh Thakur.....	740-742
Shrimati Sushmita Bauri.....	742-743
Shri Narayan Singh Amlabe.....	743-744
Shri Chandu Lal Sahu.....	744-745
Shri K. M. Anandan.....	745-747
Shri Rakesh Singh.....	747-753
Shri Kunwarjibhai Mohanbhai Bavalia.....	753-755
Shri Khiladi Lal Bairwa.....	755-756
Shrimati J. Helen Davidson.....	756-758
Shri Gopal Singh Shekhawat.....	758-759
Shri P. Viswanathan.....	760-765
Shri M.K. Raghavan.....	765
Shri Rajaiah Sircilla.....	765-768
Shri Ratan Singh.....	768-771
Shri Mahendra Kumar Roy.....	771-772
Shri Naranbhai Kachhadia.....	772-774
Shri Prabodh Panda.....	774-776
Kumari Mausam Noor.....	776-778
Dr. Sanjeev Ganesh Naik.....	778-783
Prof. Ram Shankar.....	783-782
Shri A.T. Nana Patil.....	785-787
Shri Bharat Ram Meghwal.....	787
Shri Bhudeo Choudhary.....	787-789

SUBJECT	PAGES
Shri Shivraj Bhaiya.....	788-791
Shri Ghanshyam Anuragi.....	791-795
Shri Kishanbhai V. Patel.....	795-797
Shri Lalit Mohan Suklabaidya.....	797-800
Shrimati Rama Devi.....	800-804
Shri Ramesh Vishwanath Katti.....	804-809
Shri Manicka Tagore.....	809-815
Shri A. Sampath.....	815-816
Shri J.M. Aaron Rashid.....	816-818
Sk. Saidul Haque.....	818-819
Shri Ashok Tanwar.....	819-821
Shrimati Kamla Devi Patle.....	821-822
Shri Sanjay Dina Patil.....	822-825
Shri Narahari Mahato.....	825-827
Shri Naveen Jindal.....	827-831
Shri G. V. Harsha Kumar.....	831-832
Shrimati Botcha Jhansi Lakshmi.....	832-835
Shri Ramsinh Rathwa.....	836-837
Shri Shailendra Kumar.....	837-839
Shri Mukesh Bhairavdanji Gadhvi.....	840-841
Shri Shivkumar Udasi.....	841-845
Shri Ashok Argal.....	845-846
Shri Manohar Tirkey.....	846-847
Shri Madan Lal Sharma.....	847-849
Shri Devji M. Patel.....	849-851
Shri Ramkishun.....	851-853
Dr. Arvind Kumar Sharma.....	853-854

SUBJECT

PAGES

Shri Ramen Deka.....	855-856
Shri Premdas.....	856-857
Shri Chandrakant Khaire.....	857-859
Shri S.P.Y. Reddy.....	857-859
Shri Madhusudan Yadav.....	860
Shri M. Krishnasswamy.....	862-863
Shri Kaushalendra Kumar.....	863-864
Shri K. Sudhakaran.....	864-865
Shri Govind Prasad Mishra.....	865-866
Dr. Prabha Kishor Taviad.....	866-867
Shri Kamal Kishor 'Commando'.....	868
Shri Sushil Kumar Singh.....	869-870
Shri K.P. Dhanapalan.....	870
Dr. Vinay Kumar Pandey.....	870-871
Shri Bhakta Charan Das.....	871-872
Shri Pradeep Kumar Singh.....	872-873
ANNOUNCEMENT REGARDING CANCELLATION OF SITTING OF LOK SABHA.....	716-717
Annexure- I	
Member-wise Index to Starred Questions	889-890
Member-wise Index to Unstarred Questions	890-900
Annexure- II	
Ministry-wise Index to Starred Questions	901-902
Ministry-wise Index to Unstarred Questions	901-904

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LOK SABHA DEBATES

LOK SABHA

Wednesday, March 21, 2012/Chaitra 1, 1934 (Saka)

The Lok Sabha met at Eleven of the Clock

[MADAM SPEAKER *in the Chair*]

REFERENCE BY THE SPEAKER

**Death of 15 persons and injuries to 3 others
in a collision of a mini van with the
Mathura-Kasganj Express**

[English]

MADAM SPEAKER: Hon. Members, on 20th March, 2012 fifteen people are reported to have been killed and three others critically injured when a mini van collided with Mathura-Kasganj Express at an unmanned level crossing near Mendu Railway Station in Hathras district of Uttar Pradesh.

Hon. Members, in another tragic accident on the same day 14 children are reported to have been killed and 30 others injured when a school bus plunged into a canal while trying to avoid a collision with a bike in Khammam district of Andhra Pradesh.

I am sure the House would join me in expressing grief over these tragic accidents, which have brought pain and suffering to the families of the bereaved and injured.

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

11.02 hrs.

The Members then stood in silence for a short while.

[Translation]

SHRI SHARAD YADAV (Madhepura): Madam Speaker, a mockery of the poor people has been made in the report on calculation of poverty line by the Planning Commission. ...*(Interruptions)*

11.03 hrs.

At this stage, Shri Kaushalendra Kumar and some other hon. Members came and stood on the floor near the Table.

[English]

MADAM SPEAKER: Question Hour.

...*(Interruptions)*

MADAM SPEAKER: Nothing will go on record.

...*(Interruptions)**

11.03 ½ hrs.

OBSERVATION BY THE SPEAKER

Notices for Suspension of Question Hour

MADAM SPEAKER: Hon. Members, I have received notices of suspension of Question Hour from S/Shri Prabodh Panda and Sharad Yadav, regarding the report on calculation of poverty line by Planning Commission. There is no provision in the Rules of Procedure under which Members may demand for suspension of Question Hour. I will consider allowing the discussion on the same issue if proper notice is tabled by the Members. Therefore, I disallow the notices for suspension of the Question Hour.

...*(Interruptions)*

[English]

MADAM SPEAKER: Nothing will go on record.

...*(Interruptions)**

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): Madam, the Budget discussion has to start yet. They can raise this matter there also. The Government is prepared for a discussion in whatever form, time permitting.

...*(Interruptions)*

* Not recorded.

ORAL ANSWERS TO QUESTIONS

Statement**MADAM SPEAKER: Q. No.01, Shri Joseph Toppo.****Utilisation of Network Capacity**

*101. SHRI JOSEPH TOPPO:
DR. SANJAY JAISWAL:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the details of the mobile towers of BSNL and MTNL and their network coverage capacity, State-wise including North-Eastern States and other border areas;

(b) whether both the companies are fully utilizing their network capacity;

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

(d) whether BSNL service in the North-Eastern States is being affected due to the shortage of essential equipment and if so, the steps being taken in this regard;

(e) whether telecom/mobile services are being affected in the country particularly in the rural areas due to the frequent failure of generators/non-supply of fuel to power these generators in the telephone exchanges/mobile towers; and

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

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL):
(a) to (f) A Statement is laid on the Table of the House.

(a) The details of the Base Transceiver Stations (BTSs) of Bharat Sanchar Nigam Limited (BSNL) and Mahanagar Telephone Nigam Limited (MTNL), their network capacity and number of working mobile connections, Circle-wise including North-Eastern States and other border areas are given in Annexure.

(b) and (c) Yes, Madam. BSNL and MTNL are fully utilizing their network capacity. BSNL network is over loaded. There has been a capacity constraint in BSNL in some states including North East.

(d) Yes, Madam. The mobile telecom services being provided by BSNL in the North Eastern States are being partially affected due to the shortage of Global System for Mobile communication (GSM) based mobile equipment in BSNL. Shortage of mobile equipment is due to the fact that BSNL could not procure the GSM based equipment in the last few years. For future expansion, BSNL has initiated the action for procurement of GSM equipment.

(e) and (f) Yes, Madam. In some rural areas of few circles, the telecom services of BSNL are affected due to unstable power supply, prolonged operation of generator sets due to non availability of power supply causing their occasional failure, difficulty in transportation of Diesel in remote and inaccessible areas and due to law and order situation in some areas.

Arrangements for the additional generator sets are made by BSNL on need basis to minimize the outage due to failure of generator sets. In addition, continuous efforts are being made by BSNL to take up the matter with concerned electricity authorities for improvement in power position.

Annexure

*Circle-wise number of BTSs and Mobile network capacity of BSNL and MTNL
(As on 31.01.2012)*

Sl. No.	Company	Name of Circle	No of 2G	No of 3G BTSs	Mobile BTSs capacity (in million)	Working mobile connections* (in million)
1	2	3	4	5	6	7
1	BSNL	Andaman Nicobar	124	43	0.12	0.21
2		Andhra Pradesh	5671	1233	5.24	8.72

1	2	3	4	5	6	7
3		Assam	1352	417	1.31	1.50
4		Bihar	2137	665	2.26	4.08
5		Chhattisgarh	1761	350	1.72	1.30
6		Gujarat	4389	1785	4.32	3.88
7		Haryana	1561	517	2.10	2.97
8		Himachal Pradesh	952	196	1.05	1.65
9		Jammu and Kashmir	1107	385	1.23	0.94
10		Jharkhand	1218	497	1.68	1.56
11		Karnataka	4974	1124	4.99	6.29
12		Kerala	4601	864	5.28	6.57
13		Madhya Pradesh	4091	789	3.08	3.06
14		Maharashtra	6993	2102	5.67	5.81
15		North East-I	652	132	0.59	0.69
16		North East-II	543	176	0.58	0.72
17		Orissa	1999	618	2.14	4.18
18		Punjab	2878	844	3.23	4.68
19		Rajasthan	3611	1087	3.91	5.44
20		Tamil Nadu	5273	1087	6.97	7.48
21		Uttaranchal	814	305	0.95	1.34
22		Uttar Pradesh (E)	5002	1070	6.44	9.73
23		Uttar Pradesh (W)	2065	805	2.52	3.23
24		West Bengal	2416	594	2.88	3.28
25		Kolkatta TD	1245	575	1.54	2.36
26		Chennai TD	1892	586	1.98	1.63
		Total	69321	18846	73.79	93.29
27	MTNL	Delhi	1100	762	3.025	2.70
28		Mumbai	1003	724	3.025	2.79
		Total	2103	1486	6.05	5.49

[Translation]

SHRI JOSEPH TOPPO (Tejpur): Madam, my question was very important. ...(*Interruptions*)

WRITTEN ANSWER TO QUESTIONS

[English]

Websites for Schools

*102. SHRI M. SREENIVASULU REDDY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Central Board of Secondary Education (CBSE) has directed all schools affiliated under it to develop websites with comprehensive information;

(b) if so, the details including the likely benefits thereof;

(c) whether all CBSE schools in the country have followed the instructions;

(d) if not, the number of schools that have not yet developed websites; and

(e) whether the Government is planning to extend the programme to all schools in the country, and if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL): (a) and (b) Central Board of Secondary Education (CBSE) has directed all schools affiliated to it to develop websites with comprehensive information. The information to be provided on the website of the school *inter-alia* includes affiliation status, details of infrastructure, names and designations of teachers, class-wise and section-wise enrolment of students, mailing address, telephone numbers and details of members of the school managing committee.

The likely benefits of the schools having such information on their websites would *inter-alia* include increased transparency, improved governance and informed decision making by parents regarding admission of their wards in schools.

(c) and (d) As per information available with the CBSE about 2009 schools have developed their websites.

(e) Any such decision to extend the programme to

all other schools in the country will have to be taken by the respective State Government/UT Administration.

Review of SSA

*103. SHRI MUKESH BHAIKAVDANJI GADHVI:
SHRIMATI USHA VERMA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details and the outcome of the latest review of the Sarva Shiksha Abhiyan (SSA), State/UT-wise;

(b) whether the scheme is not being implemented properly in some States due to lack of funds and other reasons and if so, the details thereof, State-wise;

(c) whether some State Governments have requested the Union Government for allocation of more funds and increasing coverage of the scheme to other schools in their States and if so, the details thereof and the action taken/being taken thereon, State-wise;

(d) whether the Government has received complaints regarding non-utilisation/embezzlement of funds, supply of poor quality uniforms to students and other irregularities under this scheme; and

(e) if so, the details thereof, State-wise and the action taken/being taken in this regard?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL): (a) The implementation of Sarva Shiksha Abhiyan (SSA) is reviewed twice every year by a Joint Review Mission (JRM) comprising educational experts (GOI nominees) and representatives from SSA's Development Partners, namely World Bank, Department for International Development (DFID) of United Kingdom and European Commission. The 15th JRM, which was held from 16-30 January, 2012, has noted with appreciation the efforts put in by MHRD and State governments to take SSA forward towards the execution of the Right of Children to Free and Compulsory Education (RTE) Act.

The Programme Evaluation Organisation (PEO) of the Planning Commission conducted an evaluation of the SSA programme in 2010, which points to significant improvement in access and enrolment, as well as social and gender equity in enrolment. The study has also pointed out that there has been moderate improvement in the pupil teacher ratio and availability of infrastructure.

The National Council of Educational Research and Training (NCERT) conducts periodic Learner Achievement Surveys. To date NCERT has completed two rounds of Learner Achievement Surveys in all subjects for classes III, V and VII/VIII. NCERT has commenced the third round of Learner Achievement Survey, and has completed the same in respect of class V.

In addition, SSA conducts six-monthly review meetings with Education Secretaries and periodic review meetings with State Project Directors to monitor progress. Field level monitoring is also undertaken by 41 Monitoring Institutes (MIS), comprising reputed institutes of social sciences and Universities/Departments of Education.

(b) and (c) SSA interventions for universal access, retention and improvement in the quality of learning are applicable to all Government, Local Body and Government aided schools. However, interventions for infrastructure and teachers are not available for schools in the aided sector. Within the budget allocations made to the Department, the requirements of States are considered during the appraisal process of their Annual Work Plan and Budget (AWP&B), and approved by the Project Approval Board (PAB) at the beginning of every financial year. The unspent balances available with the SSA State Implementation Societies from the previous year are taken into account while releasing the first instalment of funds. The second and subsequent instalments are released after ensuring that the SSA State Implementation Society has (i) received the proportionate State share from the State Government, (ii) spent at least 50% of the total funds available, and (iii) submitted Audited Statements of Accounts and Utilisation Certificates for the previous year. The 13th Finance Commission has earmarked Rs. 24,068 crore for the five year period from 2010-11 to 2014-15 for elementary education to ease budgetary pressure on States/UTs.

Keeping in view the enhanced financial requirements under SSA to implement the RTE norms, and also demands from various States for enhanced allocation, the fund sharing pattern between the Central and State Governments was revised from the erstwhile fund sharing pattern in a sliding scale during the 11th Plan to a fixed 65:35 ratio for a duration of five years from 2010-11 to 2014-15. In addition, the 13th Finance Commission has earmarked Rs. 24,068 crore for the five year period of 2010-11 to 2014-15 towards elementary education.

(d) and (e) The Performance Audit Report on SSA for the period 2001-02 to 2004-05, submitted by the

Comptroller and Auditor General of India in August 2006, indicated that an amount of Rs. 53 crores can be classified as expenditure not covered under the SSA guidelines. The Government of India has directed the States to recoup the inadmissible expenditure to the State SSA programmes. Further, reports from States have indicated instances of financial irregularities in Andhra Pradesh (2006-07 and 2010-11), Gujarat (2009-10), Haryana (2005-06, 2008-09 and 2009-10), Himachal Pradesh (2005-06), Karnataka (2007-08), Rajasthan (2007-08), Uttar Pradesh (2007-08, 2008-09 and 2009-10), West Bengal (2004-05). Appropriate action has been initiated by the State Governments, including departmental proceedings, police complaints and investigations through the respective State CID/Vigilance Department. The persons concerned have been transferred, suspended or terminated, and recoveries effected.

The Government of India has issued strict instructions to States/UTs to recoup the inadmissible expenditure and to avoid recurrence of such instances in future. SSA has an intensive Financial Management system which includes annual audit by Chartered Accountants empanelled with Comptroller and Auditor General (CAG) of India, concurrent financial review by Institute of Public Auditors of India (IPAI) as well as a system of internal audit. Complaints received on financial irregularities are investigated by States and corrective action taken on a regular basis. Government of India has laid down a Financial and Procurement Manual in SSA to streamline financial management systems.

[Translation]

Admission in Educational Institutions

*104. SHRI ASHOK KUMAR RAWAT:
SHRI MAROTRAO SAINUJI KOWASE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the extent of representation of students belonging to the socially deprived classes in the educational and technical institutions like schools, colleges, medical colleges and engineering institutes;

(b) whether the Government has taken or proposes to take any steps to ensure reservation for admission of students in such institutions;

(c) if so, the details thereof;

(d) the details of the representations on the subject

received from the public representatives, social organisations, etc. in this regard during the last three years and the current year; and

(e) the action taken/proposed to be taken by the Government thereon?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL):

(a) As per Statistics of School Education - 2009-10 (Provisional) and Statistics of Higher & Technical Education - 2009-10 (Provisional), the percentage representation of students belonging to Scheduled Caste/Scheduled Tribes category in enrolment at various levels of education is as under:

(Percentage)

Level of Education	Share of SCs/STs in Enrolment	
	SCs	STs
Primary (I-V)	19.51	11.18
Upper Primary (VI-VIII)	18.36	8.58
Secondary (IX-X)	17.76	6.64
Senior Secondary (XI-XII)	15.62	5.69
Higher Education (including medicine and engineering)	11.76	5.21

(b) and (c) Yes Madam, the following provisions have been made:

- (i) The Right of Children to Free and Compulsory Education (RTE) Act, 2009 provides for free and compulsory education to all children in the age group of six to fourteen years. Sections 8(c) and 9(c) of the RTE Act provide that the appropriate Government and local authority shall ensure that children belonging to disadvantaged groups and weaker sections are not discriminated against and prevented from pursuing and completing elementary education. Further, section 12(1)(c) of the RTE Act provides that a specified category school and an unaided school not receiving any kind of aid or grants to meet its expenses from the appropriate Government or the local authority shall admit in *Class I* to the extent of at least twenty-five per cent of the strength of that class, *children belonging to*

weaker section and disadvantaged group in the neighbourhood and provide free and compulsory elementary education till its completion.

- (ii) Kasturba Gandhi Balika Vidyalayas (KGBVs) are residential schools at upper primary level for girls belonging predominantly to the SC, ST, OBC and minority communities in educationally backward blocks (EBBs). In view of the targeted nature of the scheme a minimum of 75% seats are reserved for girls from SC, ST, OBC and minority communities, and for the remaining 25%, priority is accorded to girls from families below the poverty line.
- (iii) Further, 15% and 7.5% reservation in admission is provided for SCs and STs respectively in all Kendriya Vidyalayas. Reservation for SCs & STs is provided in Jawahar Navodaya Vidyalayas as per the reservation policy of respective State Governments.
- (iv) Reservation for SCs, STs & OBCs under Model Schools Scheme is as per the norms of the respective State Governments.
- (v) In the field of higher education, the Central Educational Institutions (Reservation in Admission) Act, 2006 has come into force w.e.f. 4th January, 2007. The Act provides 15%, 7.5% and 27% reservation in admission to students belonging to the Scheduled Castes, Scheduled Tribes and the Other Backward Classes (Non-creamy layers) of citizens respectively, in certain Central Educational Institutions established, maintained or aided by the Central Government, and for matters connected therewith or incidental thereto.
- (vi) Relaxation in the minimum qualifying marks for admission for SC/ST/OBC candidates in higher education is provided. Students belonging to these categories are also facilitated through scholarships/fellowships, interest subsidy on education loan, preparatory courses, remedial coaching, hostel facilities, etc.

(d) and (e) Several suggestions have been received for educational development of SCs, STs, OBCs which inter alia include providing scholarships/fellowships, opening of residential schools/colleges, reservation for admission in educational institutions, implementation of Scheduled Caste Sub Plan (SCSP) and Tribal Sub Plan (TSP), etc. In order to promote inclusive education, initiatives taken during 11th Five Year Plan include, setting up of Model Schools and Hostels, Vocational Education at

Secondary level, Integrated Education for Disabled Children, opening of new educational institutions in under-served/un-served areas, Scholarship Scheme for University and College Students, Sub-mission on Polytechnics, etc. 15% and 7.5% of Plan allocations has been earmarked for implementation of SCSP & TSP respectively from 2011-12.

Haj Quota

*105. SHRI SAJJAN VERMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the details of Haj Quota fixed for various authorities/agencies/Wakf Boards/State Governments including Members of Parliament;

(b) whether the quota was fixed long back;

(c) if so, whether the Government proposes to increase quota; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) Governments of India (GOI) and Saudi Arabia annually sign an Agreement in which the overall Haj Quota for India for the year is specified. For Haj 2011, Government of Saudi Arabia allocated 1,70,491 Haj seats to India — 1,25,000 for pilgrims going through the Haj Committee of India (HCOI) and 45,491 for pilgrims facilitated by Private Tour Operators (PTOs). The HCOI Haj quota is distributed among States/Union Territories (UT) in proportion to their Muslim population.

GOI reserves a Quota of 11,000 seats for Khadim-ul-Hujjaj, Mehrams, States/UTs with applications in excess of their Quota, individual applicants who did not get selected in the Qurrah but have an objective reason to perform Haj i.e. family obligation, age, health and are recommended by Hon'ble Ministers and Members of Parliament and other eminent persons, etc.

(b) Yes, Madam.

(c) and (d) GOI requests the Saudi authorities every year for additional quota to accommodate, even if partially, the excess applications received by HCOI. In 2010 & 2011, 10,000 additional seats were released at GOI's request by the Saudi authorities and were distributed through the HCOI to States/UTs with applications in excess of allocated quota.

Kendriya Vidyalayas

*106. DR. NIRMAL KHATRI:
SHRI MANGANI LAL MANDAL:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of Kendriya Vidyalayas (KVs) functioning in the country at present, State-wise;

(b) whether the Government employees who are prone to frequent transfers are finding it difficult to admit their children at various places due to non-availability of KVs;

(c) if so, whether the Government is planning to open more KVs during the Twelfth Plan Period; and

(d) if so, the places identified for the same, State-wise and the time by which these are likely to be set up?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL): (a) Presently 1084 Kendriya Vidyalayas (KVs) are functioning in the country. The State wise details are given in the enclosed Statement.

(b) Yes, Madam. KVs are not available in 155 districts of the country. Proposals for opening of new Kendriya Vidyalayas are considered in the project sector if sponsored by one of the following (i) Ministries or Departments of the Government of India (ii) State Governments/UTs; (iii) Organizations of employees belonging to the eligible categories. Further, new Kendriya Vidyalayas are opened when there is a concentration of at least 500 employees of the Defence services/ Government of India/Government Undertaking individually or jointly (250 in the case of Special Focus Districts) or when there is minimum potential enrolment of children of specified categories which may be 200 or an average of 30 per class, whichever is more. Accordingly, it may not be possible to open Kendriya Vidyalayas at all locations where Government employees are posted on transfer.

(c) Setting up of KVs in the uncovered areas of the country is an ongoing process. Expansion of the KV system in the 12th Five Year Plan would be considered subject to availability of funds and fulfillment of prescribed norms.

(d) Does not arise.

Statement*State-wise Number of Kendriya Vidyalayas**(As on 16.03.2012)*

Sl. No.	Name of State	Civil	Defence	Project	I.H.L.*	Total
1	2	3	4	5	6	7
1	Andaman and Nicobar (UT)	01	01	00	00	02
2	Andhra Pradesh	29	19	05	00	53
3	Arunachal Pradesh	12	01	00	01	14
4	Assam	24	14	14	02	54
5	Bihar	37	06	02	00	45
6	Chandigarh	00	05	00	00	05
7	Chhattisgarh	19	00	08	00	27
8	Dadra and Nagar Haveli	01	00	00	00	01
9	Daman and Diu	01	00	00	00	01
10	Delhi	32	08	02	01	43
11	Goa	00	05	00	00	05
12	Gujarat	18	16	09	01	44
13	Haryana	17	10	01	00	28
14	Himachal Pradesh	11	08	03	00	22
15	Jammu and Kashmir	18	16	03	00	37
16	Jharkhand	23	04	05	00	32
17	Karnataka	22	10	06	01	39
18	Kerala	25	08	02	00	35
19	Lakshdweep	01	00	00	00	01
20	Madhya Pradesh	61	19	11	00	91
21	Maharashtra	13	38	03	02	56
22	Manipur	05	01	01	00	07
23	Meghalaya	02	04	00	01	07
24	Mizoram	03	00	00	01	04
25	Nagaland	03	02	00	00	05
26	Orissa	44	05	04	00	53
27	Pondichery	03	00	00	01	04

1	2	3	4	5	6	7
28	Punjab	13	34	01	00	48
29	Rajasthan	37	22	05	00	64
30	Sikkim	01	00	01	00	02
31	Tamil Nadu	19	15	03	03	40
32	Tripura	07	00	01	01	09
33	Uttar Pradesh	48	44	10	03	105
34	Uttarakhand	23	13	05	02	43
35	West Bengal	27	24	05	02	58
Total		600	352	110	22	1084

*I.H.L. - Institute of Higher Learning

[English]

Diversion of Brahmaputra Water

*107. DR. P. VENUGOPAL: SHRI VISHWA MOHAN KUMAR:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the State Government of Arunachal Pradesh has expressed their apprehension that China has diverted water of Brahmaputra river which has dried up in Arunachal Pradesh recently;

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

(c) whether the Government has raised the issue with the Chinese authorities;

(d) if so, whether China has denied diversion of river Brahmaputra and construction of large dams in Tibet; and

(e) if so, the reaction of the Government thereto and the further steps taken/being taken by the Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) to (e) Government is aware of concerns in Arunachal Pradesh in this regard. Government has clarified that changes in river flows are a natural phenomenon dependent on various hydro-meteorological and climatological factors. There has neither been any

abnormal rise nor fall in water flow of River Siang. India has raised trans-border river issues with the Chinese side on many occasions including at the highest level. During his visit to India in December 2010, the Chinese Premier conveyed that China's development of upstream areas of the Brahmaputra will never harm downstream interests. Government has ascertained that construction activity on the Brahmaputra River at Zangmu on the Chinese side is a run-of-the-river hydro-electric project which will not adversely impact the downstream areas in India.

Utility of UID

*108. DR. RATNA DE: Will the PRIME MINISTER be pleased to state:

(a) whether Government has conducted any study during the last six months to allay the fears on the utility of the UID number from various quarters;

(b) if so, the details thereof; and

(c) the nature of apprehensions expressed in this regard and the other measures being taken to remove such apprehensions?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) to (c) The UIDAI project was rolled out on September 29, 2010. Questions by different stakeholders have been raised from time to

time in the past regarding utility of Aadhaar. The Standing Committee on Finance has, *inter alia*, given its observations on giving number to every resident and not restricting the Unique Identification scheme to citizens, reliability of technology, privacy issues, legislative safeguards for data protection and duplication of work with the National Population Register exercise.

The Government has initiated the UIDAI project to create a robust platform for public service delivery. The utility of Aadhaar or the UID number as an identity infrastructure and the foundation over which multiple services and applications can be built is widely appreciated and recognized. Many of the concerns raised by the Standing Committee have been already taken care of by the Government. The issue of duplication between RGI and UIDAI has been addressed by the Cabinet. The observations and recommendations of the Standing Committee are being considered by the Government with a view to taking suitable action.

The National Institute of Public Finance and Policy (NIPFP) was awarded a study by UIDAI on July 19, 2011 to conduct Cost Benefit estimation of the Aadhaar Programme. NIPFP has submitted its findings on March 15, 2012. The Cost Benefit estimation carried out by the NIPFP indicates that Aadhaar would have significant intangible and tangible benefits. According to the study, the greatest intangible benefit of the programme would be that it would make every individual identifiable biometrically and empower the beneficiaries of Government Programmes to hold the service provider accountable for their rights and entitlement. As regards the tangible benefits, the cost benefit analysis indicates that even a partial application of Aadhaar to welfare programmes such as MGNREGS and PDS would result in the Aadhaar programmes benefits outweighing its costs significantly.

[Translation]

Central Programmes in Education Sector

*109. SHRI JAYWANT GANGARAO AWALE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the various Centrally sponsored programmes being implemented in the education sector in the country;

(b) the details of the amount allocated for Mid Day Meal Scheme (MDMS) and Sarva Shiksha Abhiyan (SSA) during each of the last three years and the current year, State-wise;

(c) whether the amount allocated for MDMS is more than the amount allocated for the infrastructure and the constituents of SSA;

(d) if so, the details thereof; and

(e) whether the Government adopts an integrated approach in the implementation of various Centrally sponsored programmes in the education sector and if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL):

(a) The various Centrally Sponsored Schemes being implemented in the education sector are given in the enclosed Statement-I.

(b) The details of funds released under the Mid-Day Meal Scheme and Sarva Shiksha Abhiyan during 2008-09 to 2011-12 are given in the enclosed Statement-II.

(c) and (d) No, Madam. As may be seen from Annexure II, the releases under Sarva Shiksha Abhiyan are higher than the releases under MDM Scheme.

(e) Yes, Madam. The Government adopts an integrated approach in the implementation of the various centrally sponsored schemes, in keeping with principles of the National Policy on Education, to ensure education of equitable quality for all to fully harness the nation's human potential. The common objectives are to enhance access through expansion of quality school education; promote equity through inclusion of disadvantaged groups and weaker sections, and improve the quality of education.

Statement-I

List of Centrally sponsored programmes being implemented in the Education Sector under Ministry of Human Resource Development.

Sl. No.	Name of Scheme
1	2
1.	Sarva Shiksha Abhiyan (SSA)
2.	Mid Day Meal Scheme (MDM)
3.	Rashtriya Madhyamik Shiksha Abhiyan (RMSA)
4.	Scheme for setting up of 6000 Model Schools at Block level at Benchmark of Excellence

1	2	1	2
5.	Strengthening of Teachers' Training Institutions	11.	National Means cum Merit Scholarship Scheme
6.	Information and Communication Technology in Schools	12.	Mahila Samakhya
7.	Adult Education and Skill Development Scheme	13.	Scheme for Infrastructure Development in Minority Institutions (IDMI)
8.	Scheme for Construction and running of Girls' Hostels for students of Secondary and Higher Secondary Schools	14.	National Scheme for Incentive to the Girl Child for Secondary Education
9.	Scheme for providing a Quality Education in Madarasas (SPQEM)	15.	Vocationalisation of Education
10.	Inclusive Education for the Disabled at Secondary School (IEDSS)	16.	Appointment of Language Teachers
		17.	Setting up of New Polytechnics and Strengthening of Existing Polytechnics
		18.	National Mission in Education through ICT

Statement-II

Funds released under the Mid-Day Meal Scheme and Sarva Shiksha Abhiyan during 2008-09 to 2011-12

Sl. No.	State/UT	2008-09		2009-10		2010-11		2011-12 (As on 29.02.2012)	
		Release (MDM)	Release (SSA)	Release (MDM)	Release (SSA)	Release (MDM)	Release (SSA)	Release (MDM)	Release (SSA)
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	27962.7	71031.78	26105.62	38569.90	48302.37	81000.00	45901.52	183551.72
2.	Arunachal Pradesh	820.79	13683.64	1616.82	11427.95	2043.18	20401.77	2091.75	8880.10
3.	Assam	27156.47	42740.91	28555.8	47480.00	34408.20	76854.35	53220.9	106921.15
4.	Bihar	62168.38	186158.47	52100.05	121739.06	80506.41	204789.63	78837.3	165908.20
5.	Chhattisgarh	30402.54	51853.86	17578.58	55592.82	36187.73	87863.00	40448.84	58940.22
6.	Goa	554.38	804.41	794.34	550.58	1168.27	671.27	825.41	1079.14
7.	Gujarat	21711.35	25432.47	24603.06	20031.73	28851.62	44065.01	35301.58	74350.79
8.	Haryana	7299.26	20546.87	19094.93	27600.00	15325.12	32786.11	16713.43	40461.41
9.	Himachal Pradesh	11073.48	8552.99	4835.78	8608.00	6487.67	13786.66	7351.6	14192.78
10.	Jammu and Kashmir	4868.06	20532.59	5607.67	37363.27	7990.60	40348.79	8047.48	30070.50

1	2	3	4	5	6	7	8	9	10
11.	Jharkhand	18033.59	69041.09	22777.87	70940.22	32595.49	89562.26	26917.22	57903.46
12.	Karnataka	23339.47	51578.19	26902.33	44220.60	45368.29	66903.00	46331.26	62788.35
13.	Kerala	12492.2	10854.04	13845.1	11989.50	18511.33	19660.73	10277.09	17021.85
14.	Madhya Pradesh	57669.41	85569.35	53311.19	113249.00	65781.83	176783.00	76704.43	190427.12
15.	Maharashtra	72925.21	67386.02	57771.47	56432.00	107492.08	85537.00	69177.92	117962.58
16.	Manipur	1463.58	321.21	1478.66	1500.00	5658.11	13253.77	1894.19	2940.55
17.	Meghalaya	2593.86	9440.36	5635.93	9383.00	13831.77	18540.90	3528.12	14410.60
18.	Mizoram	1401.91	5112.59	821.34	6617.75	1902.29	10115.31	3282.7	9314.05
19.	Nagaland	940.08	2867.87	1062.01	4913.00	4026.97	8636.83	2464.37	4798.33
20.	Odisha	28851.34	49080.90	32108.24	63061.60	38959.13	73177.85	37123.55	92719.98
21.	Punjab	16874.65	13808.10	11139.42	20044.00	16605.10	39612.74	17561.54	48112.44
22.	Rajasthan	55153.39	108326.80	40639.53	127124.00	46225.76	146182.29	52901.22	139838.43
23.	Sikkim	425.86	1075.31	444.55	1736.00	899.59	4469.19	1035.65	3022.84
24.	Tamil Nadu	24235.39	45414.47	40189.22	48366.00	44250.56	69068.57	40333.68	66937.15
25.	Tripura	2968.42	6464.12	3801.36	7473.00	4856.76	17121.48	8408.41	17309.23
26.	Uttarakhand	5136	11444.45	5169.29	16006.29	10963.29	25793.94	14255.51	20092.49
27.	Uttar Pradesh	82307.17	212884.89	89054.39	196011.90	102715.36	310462.88	107638.85	245268.64
28.	West Bengal	65732.32	65169.37	74165.5	104142.00	79480.03	174703.17	73983.83	167952.74
29.	Andaman and Nicobar islands	322.35	780.54	216.48	412.44	247.06	357.78	509.14	907.36
30.	Chandigarh	364.88	820.52	343.12	1100.72	525.54	2155.89	520.59	1311.21
31.	Dadra and Nagar Haveli	151.42	104.63	152.62	350.18	290.45	413.78	342.71	564.35
32.	Daman and Diu	71.57	0.00	89.96	169.00	147.78	162.99	136.58	230.06
33.	Delhi	5772.06	1529.01	7074.43	3088.62	9072.32	3552.71	6562.19	2135.08
34.	Lakshadweep	41.85	70.00	46.48	143.80	80.54	127.39	76.32	127.86
35.	Puducherry	423.6	638.59	429.7	669.96	693.24	485.38	635.99	557.62
Total		673709.0	1261120.41	669562.8	1278107.89	912452.00	1959407.42	891342.9	1969010.38

*[English]***FDI Cap on Telecom Towers**

*110. SHRI SANJAY BHOI:
SHRI ANAND PRAKASH PARANJPE:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether Telecom Regulatory Authority of India (TRAI) has recommended to the Government for lowering the foreign direct investment cap on telecom tower companies from 100% to 74%;

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

(c) the reaction of the Government to the recommendation of TRAI;

(d) the number of telecom tower companies that are likely to be affected by this move; and

(e) the manner in which such move is likely to be beneficial to the country and the consumers?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL):

(a) Telecom Regulatory Authority of India (TRAI) in its recommendations on "Spectrum Management and Licensing Framework" dated 11th May, 2010, had recommended that Infrastructure Provider-I (IP-I) category should also be brought under the Licensing regime. At present telecom tower companies are registered under Infrastructure Providers category- I and 100% FDI is permitted whereas for Unified Access Service Licence upto 74% FDI is permitted.

(b) and (e) TRAI has mainly given following reasons behind their recommendations for bringing IP-I under licensing regime:

- (i) The major telecom companies are forming IP-I companies and hiving off their existing telecom tower assets to such IP-I companies, prime motive being reduction of attendant incidence of licence fee on revenues earned from sharing of their telecom infrastructure.
- (ii) They can also be permitted to provide active infrastructure, independent of the service providers which is presently not permitted.
- (iii) Since IP-I has not been issued licence under Section 4, these companies cannot seek Right of Way (RoW)

as provided in the Indian Telegraph Act, 1885.

- (iv) Presently, an IP-I is not permitted to setup/install Radio Access Network of its own, as it has not been assigned access spectrum and accordingly not granted the Wireless Telegraphy (WT) licence.
- (v) Bringing IP-I under licence regime will facilitate the installation and maintenance of complete Radio Access Network by the infrastructure providers for use of the access providers, along with spectrum for providing backhaul through microwave systems which can be offered to service providers on sharing basis.
- (vi) This will facilitate setting up of complete Tower site (active & passive components along with wireless equipment) by infrastructure providers, which they can offer to the prospective telecom operator on lease.
- (vii) This will generate more revenue to the Government in terms of licence fee.

(c) No decision has been taken on the recommendation of TRAI to bring IP-I service providers under licencing regime, who are currently unlicensed but registered passive infrastructure providers.

(d) At present 398 companies are registered as Infrastructure Provider category-I.

Financial Assistance to BSNL

*111. SHRI BHASKARRAO BAPURAO PATIL
KHATGAONKAR:
SHRI LAXMAN TUDU:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the cash reserves of Bharat Sanchar Nigam Limited (BSNL) have gone down and it has incurred losses for the year ended March, 2011 and if so, the details thereof and the reasons therefor;

(b) whether BSNL has sought financial assistance from the Government;

(c) if so, the details thereof and the reasons therefor alongwith the response of the Government thereto;

(d) whether the Government proposes to curtail the heavy employee costs and if so, the details thereof; and

(e) the other corrective measures taken by the

Government to improve the financial condition of the company?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL):

(a) As per the audited books of account, cash reserve of Bharat Sanchar Nigam Limited (BSNL) has gone down from Rs. 30343 crores as on 31st March, 2010 to Rs. 2500 crores on 31st March, 2011. BSNL had incurred net losses of Rs. 6384 crores during the financial year ended on 31st March, 2010.

Main reasons for declining cash reserves of BSNL are as follows:

- Payment of Rs. 18500 crores towards 3G Spectrum and Broadband Wireless Access (BWA) Spectrum Auction Price to Department of Telecommunications (DoT).
- Payment of Rs. 5301 crores to LIC towards Group Leave Encashment Scheme (GLES).
- Payments of Rs. 2900 crores due to implementation of Revised Pay Scales.
- Payment of Rs. 392 crores as tax liability.

The losses in BSNL are due to decline in revenue and increase in expenditure. The reasons for the decline in revenue are as follows:

- Fixed to Mobile substitution.
- Stiff competition in mobile sector.
- Decrease in Average Revenue Per User (ARPU) in mobile sector.

The reason for the increase in expenditure is mainly due to large legacy work force whose wages is account for 50% of the revenue.

(b) and (c) BSNL has sought continuation of support towards rural wireline connections on phasing out of Access Deficit Charge (ADC). The Telecom Regulatory Authority of India (TRAI) has made interim recommendation of Rs. 600 crores as support.

(d) DoT has received a Voluntary Retirement Scheme proposal from BSNL regarding rationalizing its staff in view of the Company's high salary costs and deteriorating financial health in the face of fierce competition.

(e) DoT regularly reviews the performance of BSNL to improve its financial health. Some of the steps taken by BSNL to make it profitable are as follows:

- Optimizing CAPEX and OPEX through convergence and consolidation of infrastructure.
- Strengthening of stable revenue streams through concerted focus on broadband and enterprise business with major focus on Government projects.
- Focussing on the revenue from top 100 Cities for monitoring purpose.
- Sustained operational focus on customer care, service delivery, service assurance, revenue management and asset management.
- Aggressive push on Data usage and value added services.
- Clear cut segregation of commercial activities from social obligation to ensure sustainable growth.
- Progressive migration of current network to Next Generation Network thereby ensuring convergence, consolidation and seamless delivery of various services to end customers across different technologies.

Fee Structure in Private Colleges/Universities

*112. DR. RATTAN SINGH AJNALA:
SHRIMATI RAMA DEVI:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has laid down norms for fee structure in private colleges/universities in the country;

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

(c) whether these norms are being followed by such colleges/universities;

(d) if not, the action taken/proposed to be taken against such institutions;

(e) whether the Government has evolved any mechanism to control the arbitrary fee structure in the private colleges/universities; and

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

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL):

(a) to (d) Though the Government has not laid down any norms for fee fixation, the directions of the Hon'ble Supreme Court are being followed. The Hon'ble Supreme Court, in its judgment dated 31.10.2002 in TMA Pai Foundation & Others vs. State of Karnataka [WP (Civil) No.317 of 1995], held that, fixing of a rigid fee structure would be an unacceptable condition. The decision on the fee to be charged must necessarily be left to the private educational institution that does not seek or is not dependent upon any funds from the Government. It has further held that in the establishment of an educational institution, the object should not be to make profit in as much as education is essentially charitable in nature. There can, however, be a reasonable revenue surplus, which may be generated by the educational institution for the purpose of development of education and expansion of the institution. The Apex Court also held in its majority judgment in the same Writ Petition that, "in as much as the occupation of education is, in a sense, regarded as charitable, the Government can provide regulations that will ensure excellence in education, while forbidding the charging of capitation fee and profiteering by the institution".

Further, in *Islamic Academy & Ors. Vs State of Karnataka & Ors.* [(2003) 6 SCC 697], the Hon'ble Supreme Court directed (14/8/2003) that in order to give effect to the judgment in TMA Pai's case, a Committee, headed by a retired High Court judge, be set up in each State to approve the fee structure and the fee fixed by this Committee shall be binding for a period of 3 years at the end of which the institution would be at liberty to apply for revision.

In a subsequent judgment (12/8/2005) in this connection in *PA Inamdar & Ors. Vs State of Maharashtra & Ors.* [(2005) 6 SCC 537], the apex Court has held that the Committees regulating admission procedure and fee structure shall continue to exist, but only as a temporary measure and an inevitable passing phase until the Central Government or the State Governments are able to devise a suitable mechanism and appoint competent authority in consonance with the observations made herein above.

As per the Supreme Court of India's direction in *Islamic Academy & Ors. Vs State of Karnataka & Ors.* (2003) and upheld in *PA Inamdar & Ors. Vs State of Maharashtra & Ors.* (2005) judgment, State level fee Committees have been constituted by the State Governments concerned to prescribe the tuition and other fees to be charged by technical and professional higher

educational institutions at under graduate and post graduate level and to regulate and oversee the implementation.

The University Grants Commission [UGC (Institutions Deemed to be Universities) Regulations, 2010] which came into operation from 26.05.2010 also contains provisions for regulating admission and fee in institutions deemed to be universities. Para 6.5 of these Regulations provides that, "The level of the fees charged for the courses offered in deemed to be universities shall have a reasonable relation to the cost of running the course. The fee structure shall be displayed in the prospectus and on the institution's website".

The UGC (Establishment of and Maintenance of Standards in Private Universities) Regulations, 2003 stipulate that the fixation of fees in Private Universities shall be in accordance with the norms/guidelines prescribed by the UGC and other concerned statutory bodies.

(e) and (f) To regulate fees which the private educational institutions may charge, the Government directed the University Grants Commission (UGC) to frame regulations for admissions and fee structure in private educational institutions in consultation with the stakeholders. The UGC constituted an Expert Committee in August, 2007 under the chairmanship of Prof. B.S.Sonde to formulate, *inter alia*, regulations with regard to admission and fee for self-financing private professional institutions, including 'deemed to be universities'. Based on the recommendation given by the Sonde Committee, UGC has submitted draft UGC (Fee structure in Institutions deemed to be universities) Regulations 2009 and the same are under examination of the Government.

In *PA Inamdar & Others Vs State of Maharashtra & Others* (2005), the apex court has held that every institution is free to devise its own fee structure but the same can be regulated in the interest of preventing profiteering. No capitation fee can be charged. The court held that it was for the Central Government or for the State Governments, in the absence of a Central Legislation, to come out with a detailed well thought out legislation on the subject. Government have introduced the Prohibition of Unfair Practices in Technical Educational Institutions, Medical Educational Institutions and Universities Bill, 2010 in the Lok Sabha which provides for the prohibition of certain unfair practices in technical educational institutions, medical educational institutions and universities including private universities to protect the interest of the students

admitted and to provide for matter connected therewith or incidental thereto. It also provides for criminal liability and civil penalties for charging capitation fee or donations.

Extradition Treaty with Bangladesh

*113. SHRI BAIJAYANT PANDA:
SHRI ARJUN RAM MEGHWAL:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the names of the countries with which India has signed extradition treaty;

(b) whether an extradition treaty has not been signed between India and Bangladesh and if so, the time by which the two countries propose to sign the said treaty along with the details thereof;

(c) whether the Government has faced problems in extradition of notorious criminals from Bangladesh due to the absence of such a treaty;

(d) if so, the details of the efforts made by the Government in this direction so far; and

(e) the number of criminals who have taken refuge in Bangladesh taking advantage of the absence of an extradition treaty not despite demands being made by the Indian Government for their deportation along with the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI S.M. KRISHNA): (a) India has signed Extradition Treaties with a number of countries/regions, namely, Belgium, Nepal, Canada, the Netherlands, UK, Switzerland, Bhutan, Hong Kong, USA, Russia, UAE, Uzbekistan, Spain, Turkey, Mongolia, Germany, Tunisia, Republic of Korea, Oman, France, South Africa, Bahrain, Poland, Ukraine, Bulgaria, Kuwait, Belarus, Mauritius, Portugal, Mexico, Australia, Malaysia, Saudi Arabia, Egypt, Tajikistan, Philippines, Brazil, Iran, Kazakhstan and Indonesia. In addition, India has Extradition Arrangements with Fiji, Italy, Papua New Guinea, Singapore, Sri Lanka, Sweden, Tanzania, Thailand and Peru.

(b) It is the policy of the Government to conclude Extradition Treaties with as many countries as possible to ensure repatriation of fugitive criminals for trial. Negotiations are held through diplomatic channels on the basis of drafts proposed by either side. A draft Extradition Treaty has already been proposed to Bangladesh for their consideration. The matter was also discussed during the

visit of the Prime Minister of India to Bangladesh in September, 2011.

(c) to (e) The Government of Bangladesh has extended cooperation in addressing our security concerns. The issue of repatriation of notorious criminals has been discussed at various bilateral meetings held between the two countries.

Import of ATF

114. SHRI RAMKISHUN:
SHRI VIRENDER KASHYAP:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has allowed or proposes to allow direct import of Aviation Turbine Fuel (ATF) by Indian carriers without payment of any tax;

(b) if so, the details of the airlines to whom this permission has been/is being accorded and the benefits likely to accrue as a result thereof and its likely impact on the Indian oil companies;

(c) the details of the terms and conditions fixed for such import alongwith the average annual economic relief to the airline industry from this move;

(d) whether the Government has assessed the viability of this move and devised the mechanism to make up for the loss of revenue to the States in the form of Sales Tax; and

(e) if so, the details thereof and if no, the reasons thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes, Madam. Directorate General of Foreign Trade has allowed import of ATF by or on behalf of airlines as actual users and on actual use basis, with payment of all applicable taxes.

(b) to (e) The information is being collected.

[Translation]

Antrix Devas Deal

*115. SHRI KAUSHALENDRA KUMAR:
SHRI S.R. JEYADURAI:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government has barred the former Chairman of Indian Space Research Organisation (ISRO)

and some other former Senior Scientists from holding any Government job due to their alleged mismanagement in Antrix-Devas Deal;

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

(c) whether any representations have been received by the Government for a thorough investigation of the said deal afresh;

(d) if so, the details thereof and the action taken/ being taken by the Government in this regard; and

(e) the other steps taken by the Government to ensure a fair deal to all concerned?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) The former ISRO Chairman and three other former senior scientists of ISRO (who were already superannuated from service) have been excluded from re-employment, committee roles or any other important role under the Government and have been divested of any current assignment/consultancy by Government. This decision has been taken based on the reports of the High Powered Review Committee (HPRC) and the High Level Team (HLT).

(c) to (e) Government has received representation from the aggrieved scientists that they have not been given opportunity to present their case and requested for revocation of the order. Former ISRO Chairman has demanded a fresh probe into the Antrix-Devas deal and its subsequent annulment. The matter is under the examination by the Government.

[*English*]

Rashtriya Madhyamik Shiksha Abhiyan

*116. SHRI KUNVARJIBHAI MOHANBHAI
BAVALIA:
PROF. RAMSHANKAR:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of schools sanctioned during 2011-12 and those proposed to be opened in the near future under the Rashtriya Madhyamik Shiksha Abhiyan (RMSA), State-wise;

(b) whether RMSA scheme creates inequality in

fund distribution among the States;

(c) if so, the reasons for the wide variations in the distribution of funds of RMSA among the States;

(d) the details of allocation of funds amongst States till 31st March, 2011 under RMSA;

(e) whether the grants-in-aid schools are eligible to get funds under RMSA; and

(f) if not, whether the Government proposes to include them in the eligibility criteria for RMSA and if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL):

(a) Opening of 3956 new secondary schools by way of upgradation of Government upper primary schools was approved during 2011-12 under Rashtriya Madhyamik Shiksha Abhiyan (RMSA). Out of these, 2553 secondary schools have become functional till date. State wise detail of such approved and functional new secondary schools is given in the enclosed Statement-I.

(b) and (c) The norms of RMSA are the same for all the States/UTs in the country. The Project Approval Board considers and approves the Annual Work Plan and Budget proposals of the States/UTs based on appraisal of their eligibility as per Scheme norms. The size of the physical and financial proposals of the States/UTs varies depending on the phasing of implementation formulated by the States/UTs. Further, the number and nature of existing secondary schools differ across States/UTs. The requirement of new secondary schools and need to strengthen existing government secondary schools also varies among States/UTs.

(d) Against the budget allocation of Rs. 550 crore and Rs. 1500 crore during 2009-10 and 2010-11 for RMSA, respectively, Rs. 547.83 crore and Rs. 1480.10 crore were released to States/UTs. State-wise detail of fund allocation during 2009-10 and 2010-11 is given in the enclosed Statement-II.

(e) and (f) Currently, the grant-in-aid schools are assisted under RMSA only for in-service training of teachers. Extension of RMSA to such schools at par with government schools will be subject to approval of the modifications proposed under the Scheme and availability of funds.

Statement-I

State-wise new secondary schools approved and functional during 2011-12 under RMSA.

Sl. No.	State/UT	New secondary schools approved during 2011-12	Schools become functional out of schools approved during 2011-12 (against column no. 3)
1	2	3	4
1.	Andaman and Nicobar	0	0
2.	Andhra Pradesh	102	88
3.	Arunachal Pradesh	22	0
4.	Assam	0	0
5.	Bihar	169	0
6.	Chhattisgarh	633	624
7.	Chandigarh	0	0
8.	Daman and Diu	1	0
9.	Delhi	0	0
10.	Dadra and Nagar Haveli	0	0
11.	Goa	0	0
12.	Gujarat	256	254
13.	Haryana	5	0
14.	Himanchal Pradesh	22	0
15.	Jammu and Kashmir	279	0
16.	Jharkhand	297	3
17.	Karnataka	0	0
18.	Kerala	16	1
19.	Lakshadweep	0	0

1	2	3	4
20.	Madhya Pradesh	603	603
21.	Maharashtra	0	0
22.	Manipur	49	0
23.	Meghalaya	0	0
24.	Mizoram	26	0
25.	Nagaland	45	0
26.	Odisha	9	9
27.	Puducherry	2	2
28.	Punjab	73	73
29.	Rajasthan	0	0
30.	Sikkim	0	0
31.	Tamil Nadu	710	710
32.	Tripura	41	39
33.	Uttarakhand	147	147
34.	Uttar Pradesh	449	0
35.	West Bengal	0	0
Total		3956	2553

Statement-II

State-wise fund released in 2009-10 and 2010-11 under RMSAs

(Rs. in crore)

Sl. No.	Fund released under RMSA		
	State	2009-10	2010-11
1	2	3	4
1.	Andaman and Nicobar Islands	0	0.64
2.	Andhra Pradesh	15.05	311.57
3.	Arunachal Pradesh	1.89	26.98
4.	Assam	8.70	19.35
5.	Bihar	19.64	77.27

1	2	3	4
6.	Chandigarh	0.10	0.45
7.	Chhattisgarh	58.12	15.25
8.	Dadra and Nagar Haveli	0.00	0.20
9.	Daman and Diu	0.00	0.31
10.	Delhi	0.00	0.71
11.	Goa	0.51	0.54
12.	Gujarat	2.94	10.69
13.	Haryana	5.33	23.00
14.	Himanchal Pradesh	3.74	38.50
15.	Jammu and Kashmir	11.02	26.40
16.	Jharkhand	9.41	69.43
17.	Karnataka	74.43	19.47
18.	Kerala	10.33	15.13
19.	Lakshadweep	1.10	0.05
20.	Madhya Pradesh	97.58	196.19
21.	Maharashtra	3.50	13.47
22.	Manipur	18.54	25.26
23.	Meghalaya	1.86	0.00
24.	Mizoram	17.21	19.08
25.	Nagaland	11.87	5.24
26.	Odisha	8.04	89.83
27.	Puducherry	1.82	1.87
28.	Punjab	25.25	188.25
29.	Rajasthan	19.38	52.96
30.	Sikkim	2.70	4.26
31.	Tamil Nadu	55.18	77.05
32.	Tripura	9.98	25.26
33.	Uttar Pradesh	36.10	49.43
34.	Uttarakhand	3.52	76.01
35.	West Bengal	12.99	0.00
Total		547.83	1480.10

Common Syllabus

*117. SHRIMATI PRIYA DUTT:
SHRI RAVNEET SINGH:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a common syllabus and common curriculum is required to achieve the objectives of the Right to Education Act;

(b) if so, the details thereof and the steps being taken by the Government in this regard;

(c) the present status of the Government's commitment towards 'one nation, one syllabus, one exam' and 'core curriculum' concept for the 10th and 12th classes;

(d) the time by which this plan is likely to be implemented;

(e) whether various State Education Boards and other stakeholders have been consulted in this regard; and

(f) if so, their response in this regard?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI KAPIL SIBAL):

(a) and (b) Section 7(6) of the Right of Children to Free and Compulsory Education (RTE) Act provides that the Central Government will develop a framework of national curriculum with the help of academic authority specified under section 29. The Central Government has notified the National Council of Educational Research and Training (NCERT) as the academic authority for developing the framework of national curriculum. The Central Government has clarified that the National Curriculum Framework (NCF) 2005, developed by the NCERT, will be the framework of national curriculum till such time as the Central Government decides to develop a new framework.

Further, Section 29(1) of the RTE Act, 2009 provides that the Curriculum and Evaluation procedure for elementary education shall be laid down by an academic authority to be notified by the appropriate government. Section 29(2) of the RTE Act also provides that while laying down the curriculum and evaluation procedure the academic authority shall take into consideration the following:

(a) Conformity with Constitutional values;

- (b) All round development of the child;
- (c) Building up the child's knowledge, potentiality and talent;
- (d) Development of physical and mental abilities to the fullest extent;
- (e) Learning through activities, discovery and exploration in a child friendly and child-centred manner;
- (f) The child's mother tongue serving 'as far as practicable' as the medium of instruction;
- (g) Making the child free of fear, trauma and anxiety and helping the child to express views freely; and
- (h) Comprehensive and continuous evaluation of the child's understanding and knowledge and the ability to apply it.

Therefore the academic authorities notified by the appropriate Governments are required to develop their own curriculum and evaluation procedure for elementary education in keeping with the principles of section 29(2) of the RTE Act and the NCF 2005.

(c) to (f) The Central Advisory Board of Education (CABE) has endorsed the need for a core curriculum in Science and Mathematics at Secondary level across all Educational Boards in the country, so as to provide a level playing field to all students to join professional courses.

In a meeting of the Council of Boards of Secondary Education (COBSE) on 16th February, 2010, 21 Boards unanimously decided to adopt core curriculum in Science and Mathematics at Senior Secondary level. Accordingly, NCERT has developed core syllabi in Biology, Physics, Chemistry and Mathematics at Higher Secondary stage in collaboration with COBSE and Central Board of Secondary Education (CBSE). COBSE, in association with NCERT has undertaken a similar exercise for commerce stream.

[Translation]

Coal Slurry

*118. DR. BALIRAM: Will the Minister of COAL be pleased to state:

(a) the policy of Coal India Limited (CIL) to compensate farmers on whose land the slurry of coal is lying;

(b) the total amount of compensation paid in this behalf to the farmers during the last three years;

(c) whether slurry of various coal producing subsidiaries of CIL including Bharat Coking Coal Ltd. (BCCL) is lying on farmers land and if so, the details thereof;

(d) whether the High Court of Jharkhand had issued orders for payment of compensation to the affected farmers in this regard; and

(e) if so, the latest status thereof?

THE MINISTER OF COAL (SHRI SRIPRAKASH JAISWAL): (a) The policy of Coal India limited (CIL) is to pay the land compensation as will be notified by the concerned State Govt. for the land acquired for mining and other allied purpose.

(b) No such amount has been paid.

(c) The slurry is being dumped in the acquired land of the subsidiary companies of CIL.

In BCCL, there are two washeries where slurry of coal is lying in farmers land. The details are as under-

- (1) Dugda Coal Washery-18 acres approx.
- (2) Barora Coal Washery-5.63 acres.

At present no slurry is flowing out side of slurry pond of washery.

(d) As per the order of the Hon'ble High Court of Jharkhand in case no. WP(c)/944/03 passed on 21.8.2008 the direction as under-

(a) BCCL shall take steps for sale of slurry deposited from Washery of Dugda and Barora Coal Washery.

(b) BCCL will sell the slurry to the land owners on being satisfied with the documents regarding ownership of land at notified prices.

(c) If land owners do not come forward to purchase the slurry on notified prices then BCCL may go for other options of sale.

(e) A CMP case No. 302/10 was filed before the Hon'ble High Court of Jharkhand for seeking direction upon the state of Jharkhand to extend co-operation in identifying the title holders of the land. The CMP case is pending for disposal. Further an L.A.No. 3318/10 has also been filed for early disposal of this case.

*[English]***Effects of Radiation**

119. SHRI ANANTH KUMAR: Will the PRIME MINISTER be pleased to state:

(a) whether some studies have been conducted on the ill-effects of radiation on the villages around operational nuclear power plants in the country;

(b) if so, the reasons for conducting such studies and the main findings of these studies;

(c) whether the Government has plans for relocation of the villagers within a specified radius of operational nuclear power plants;

(d) if so, the details of the relocation package that the Government has to offer to the villagers;

(e) whether the Government has consulted the State Governments in respect of these studies and the relocation packages; and

(f) if so, the response of the State Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) Yes, Madam. Radiation levels around the nuclear power plants are negligibly higher than the background radiation. While average background radiation level is 2400 micro Sievert per year, at plant site radiation levels are higher from the average by 1 to 25 micro Sievert per year. Therefore, there is no ill effect of radiation around nuclear power plants. The epidemiological survey for health assessment in respect of employees working in Nuclear Power Plants (NPP) have been carried out in detail. The studies have found that there has not been any rise in cancer morbidity, birth defects or any other ailments compared to areas away from NPPs. Annual medical checkups are carried out for all occupational workers, results of which also established that there is no ill effect of radiation in and around NPPs. In order to analyze the effect of radiation, on air, water, soil, vegetation, crops, milk, fish etc. around each of the nuclear power plant site, Environmental Survey Laboratories (ESL) are established at all sites several years before setting up of the plant. The monitoring of environmental matrices by ESL before and after operation of nuclear power plant has established that there is no significant changes in radioactivity or radiation level in

environment compared to the base line data.

(c) No, Madam.

(d) to (f) Do not arise.

*[Translation]***Unused Airports**

*120. SHRI GORAKH PRASAD JAISWAL:
SHRI HARIN PATHAK:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of unused airports in the country at present, State/UT-wise alongwith the details of their owners;

(b) the expenditure incurred on maintenance of these unused airports during each of the last three years;

(c) the loss suffered by the Government due to non-utilisation of these airports during the said period;

(d) the details of the unused airports made operational by the Government during each of the last three years and the current year; and

(e) whether the Government proposes to make some more unused airports operational during 2012-13 and if so, the details thereof, airport-wise and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) There are 32 airports belongs to AAI which are non operational at present. Details given in the enclosed Statement.

(b) The expenditure incurred on maintenance of these unused airports during each of the last three years are 2008-09 (Rs. 4.92 crore), 2009-10 (Rs. 8.54 crore), 2010-11 Rs. 19.36 crore).

(c) Loss suffered by the Government due to non-utilization of these airports during the said period are 2008-09 (Rs. 4.92 crore), 2009-10 (Rs. 8.11 crore), 2010-11 (Rs. 19.27 crore).

(d) Mysore Airport in Karnataka and Pantnagar in Uttarkhand have been operationalised in the last three years.

(e) Operationalisation of airports in the next financial year is subject to availability of traffic demand at these airports and their commercial viability.

Statement

Sl. No.	Name of the State	Airports
1	2	3
1.	Arunachal Pradesh	1. Daparizo 2. Passighat 3. Tezu
2.	Andhra Pradesh	4. Kadapa 5. Donakonda 6. Nadirgul 7. Warangal
3.	Assam	8. Rupsi 9. Sheila
4.	Bihar	10. Jogbani 11. Raxaul 12. Muzaffarpur
5.	Chhattisgarh	13. Bilaspur
6.	Gujarat	14. Deesa (Palanpur)
7.	Jharkhand	15. Chakulia 16. Deoghar
8.	Madhya Pradesh	17. Khandwa 18. Panna 19. Satna
9.	Mizoram	20. Aizawl (Tural)
10.	Maharashtra	21. Jalgaon
11.	Odisha	22. Jharsuguda
12.	Rajasthan	23. Kishangarh
13.	Tamil Nadu	24. Vellore
14.	Tripura	25. Kailashar 26. Kamalpur 27. Khowai
15.	Uttar Pradesh	28. Lalitpur
16.	West Bengal	29. Asansol

1	2	3
		30. Balurghat
		31. Cooch Behar
		32. Malda

*[English]***World Sanskrit Conference**

1151. SHRI RAYAPATI SAMBASIVA RAO:
SHRI RAJAJIAH SIRICILLA:

WiU the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the 15th World Sanskrit Conference was held in Delhi recently;

(b) if so, the details thereof; and

(c) the steps being taken to conduct more such Conferences in future?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) Yes, Madam.

(b) 15th World Sanskrit Conference (WSC) was organized by Rashtriya Sanskrit Sansthan, New Delhi in association with International Association of Sanskrit Studies (IASS) affiliated to UNESCO with its headquarters at Paris, from 5th January, 2012 to 10th January, 2012. The Conference was inaugurated by Hon'ble Prime Minister of India at Vigyan Bhawan, New Delhi. 203 scholars from 32 foreign countries and more than 1000 scholars from India participated in the conference. Technical sessions on various themes in twenty sections — Veda; Linguistics; Epics and Puranas; Tantra and Agamas; Vyakarana; Poetry, Drama and Aesthetics; Sanskrit and Asian Languages and Literatures; Sanskrit and Science; Buddhist Studies; Jain Studies; Philosophies; Religious Studies; Ritual Studies; Epigraphy; Sanskrit in Technological World; Modern Sanskrit Literature; Pandit-parishad; Kavisamvayah; Law and Society; and Manuscriptology, were organized during the conference. During this period a series of exhibition entitled *Visvavara* was organized alongwith book

fair and Sanskrit theatre.

(c) The WSC is being held after three years in different parts of the world as decided by IASS.

[*Translation*]

Revision of Pay Scale of University Teachers

1152. SHRI BADRI RAM JAKHAR:
SK. SAIDUL HAQUE:
SHRI MAHENDRA KUMAR ROY:
SHRI BASUDEB ACHARIA:
SHRI P.K. BIJU:
SHRI RAGHUVIR SINGH MEENA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is aware of the stalemate prevailing in the payment of arrear of the 6th Pay Commission to the University and College Teachers and equivalent cadres working under the State Governments;

(b) if so, the details thereof;

(c) whether the Government has agreed to give 80 per cent of the additional expenditure to be incurred by the State Governments;

(d) if so, whether the Government has released its share of 80 per cent of fundi to the State Governments including Rajasthan and Himachal Pradesh;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) A scheme for revision of pay of teachers and equivalent cadres in all the Central Universities and Colleges thereunder and the Institutions Deemed to be Universities whose maintenance expenditure is met by the UGC has been notified on 31.12.2008 by the Central Government which is available on the Ministry's website at <http://www.education.nic.in/uhe/Teacher-payscale.pdf>. This scheme is essentially for

teachers, in Central Educational Institutions, but could be extended to Universities, Colleges and other higher educational institutions coming under the purview of the State Government if the State Government adopted and implemented the Scheme as a composite scheme including adoption of the enhanced age of superannuation to 65 years.

(c) to (f) Government has offered to state governments to claim 80% reimbursement of UGC pay scales arrears if they adopt the scheme as a package, which includes enhancement of retirement age of teachers to 65 years. None of the State Governments have so far fulfilled all the conditions of the scheme mentioned in para (a) above. Therefore no amount has been released to any state till today.

CBI Recommendations

1153. SHRI YASHBANT LAGURI:
SHRI ANJANKUMAR M. YADAV:

Will the Minister of COAL be pleased to state:

(a) whether the Central Bureau of Investigation has made any recommendations for transfer and suspension of some officers of coal companies;

(b) if so, the names of the officers recommended for transfer and suspension;

(c) the action taken by his ministry in this regard till date alongwith the outcome of the action taken; and

(d) the reaction of the Government on the above outcome?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) and (b) Yes, Madam. The following 11 officers of the subsidiaries of Coal India Ltd. were recommended for transfer/suspension by the Central Bureau of Investigation (CBI):

- (i) Sh. S.K.Sinha Chief Manager (Civil), South Eastern Coalfields Ltd.
- (ii) Shri Rajendra Singh, General Manager (Excvn), Northern Coalfields Ltd.

- (iii) Shri A.K. Tiwary, General Manager (Excvn), Northern Coalfields Ltd.
- (iv) Shri V.S.V. Nair, Sr. Manager(Secretarial), Northern Coalfields Ltd.
- (v) Shri Vinay Kumar Singh, Chairman-cum-Managing Director, Northern Coalfields Ltd.
- (vi) Shri D.R. Sharma, Mahanadi Coalfields Ltd.
- (vii) Shri J.K. Goel, Mahanadi Coalfields Ltd.
- (viii) Dr. P.G. Rao, Mahanadi Coalfields Ltd.
- (ix) Shri Umesh Prasad, Mahanadi Coalfields Ltd.
- (x) Shri L. Singuttuvan, Mahanadi Coalfields Ltd.
- (xi) Shri Bansraj, Manager (E&M), Northern Coalfields Ltd.

(c) and (d) The above named officers were transferred/suspended as per the recommendations of the CBI except Shri Vinay Kumar Singh, CMD, NCL who could not be transferred as his appointment is specific to the post.

[English]

Education for Women

1154. SHRI RAJIAH SIRICILLA:
DR. KRUPARANI KILLI:
SHRI SURESH KUMAR SHETKAR:
SHRI NARAHARI MAHATO:
SHRI NRIPENDRA NATH ROY:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has formulated any action plan to raise the standard of education of women/girls in the country;

(b) if so, the details thereof;

(c) the measures taken by the Government for the education of women to make them strong and self-reliant;

(d) if so, the details thereof;

(e) the total funds sanctioned/released for the implementation of such scheme during the last three years and the current year, State-wise; and

(f) the results achieved in this regard so far?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (d) Raising female literacy rate and reducing gender gap in literacy are the major objectives of the 11th Five Year Plan. To achieve these objectives, Government have been implementing major Schemes including Sarva Shiksha Abhiyan (SSA) — Right to Education (RTE), Mid Day Meal (MDM), Rashtriya Madhyamik Shiksha Abhiyan (RMSA) and Saakshar Bharat with principal focus on women/girls.

(e) The state-wise details of the total funds sanctioned/released for the implementation of these schemes during the last three years and the current year, are given in the enclosed Statement.

(f) The Census of 2011 has reported that the literacy rate among women has increased from 53.67 to 65.46 percent and the gender gap has reduced from 21.59 percentile points to 16.68 percentile points from 2001 to 2011.

Statement

(Rs. in lakhs)

Sl. No.	Name of the State	Sarva Shiksha Abhiyan (SSA) – Right to Education (RTE)				Mid Day Meal (MDM)			
		2008-09	2009-10	2010-11	2011-12	2008-09	2009-10	2010-11	2011-12
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	71031.78	38569.90	81000.00	183551.72	27962.70	26105.62	48302.37	45901.52
2.	Arunachal Pradesh	13683.64	11427.95	20401.77	8880.10	820.79	1616.82	2043.18	2091.75
3.	Assam	42740.91	47480.00	76854.35	106921.15	27156.47	28555.80	34408.2	53220.9
4.	Bihar	186158.47	121739.06	204789.63	165908.20	62168.38	52100.05	80506.41	78837.3
5.	Chhattisgarh	51853.86	55592.82	87863.00	58940.22	30402.54	17578.58	36187.73	40448.84
6.	Goa	804.41	550.58	671.27	1079.14	554.38	794.34	1168.27	825.41
7.	Gujarat	25432.47	20031.73	44065.01	74350.79	21711.35	24603.06	28851.62	35301.58
8.	Haryana	20546.87	27600.00	32786.11	40461.41	7299.26	19094.93	15325.12	16713.43
9.	Himachal Pradesh	8552.99	8608.00	13786.66	14192.78	11073.48	4835.78	6487.67	7351.6
10.	Jammu and Kashmir	20532.59	37363.27	40348.79	30070.50	4868.06	5607.67	7990.6	8047.48
11.	Jharkhand	69041.09	70940.22	89562.26	57903.46	18033.59	22777.87	32595.49	26917.22
12.	Karnataka	51578.19	44220.60	66903.00	62788.35	23339.47	26902.33	45368.29	46331.26
13.	Kerala	10854.04	11989.50	19660.73	17021.85	12492.20	13845.10	18511.33	10277.09
14.	Madhya Pradesh	85569.35	113249.00	176783.00	190427.12	57669.41	53311.19	65781.83	76704.43
15.	Maharashtra	67386.02	56432.00	85537.00	117962.58	72925.21	57771.47	107492.08	69177.92
16.	Manipur	321.21	1500.00	13253.77	2940.55	1463.58	1478.66	5658.11	1894.19
17.	Meghalaya	9440.36	9383.00	18540.90	14410.60	2593.86	5635.93	13831.77	3528.12

1	2	3	4	5	6	7	8	9	10
18. Mizoram		5112.59	6617.75	10115.31	9314.05	1401.91	821.34	1902.29	3282.7
19. Nagaland		2867.87	4913.00	8636.83	4798.33	940.08	1062.01	4026.97	2464.37
20. Odisha		49080.9	63061.60	73177.85	92719.98	28851.34	32108.24	38959.13	37123.55
21. Punjab		13808.10	20044.00	39612.74	48112.44	16874.65	11139.42	16605.1	17561.54
22. Rajasthan		108326.8	127124.00	146182.29	139838.43	55153.39	40639.53	46225.76	52901.22
23. Sikkim		1075.31	1736.00	4469.19	3022.84	425.86	444.55	899.59	1035.65
24. Tamil Nadu		45414.47	48366.00	69068.57	66937.15	24235.39	40189.22	44250.56	40333.68
25. Tripura		6464.12	7473.00	17121.48	17309.23	2968.42	3801.36	4856.76	8408.41
26. Uttarakhand		11444.45	16006.29	25793.94	20092.49	5136.00	5169.29	10963.29	14255.51
27. Uttar Pradesh		212884.89	196011.90	310462.88	245268.64	82307.17	89054.39	102715.36	107638.85
28. West Bengal		65169.37	104142.00	174703.17	167952.74	65732.32	74165.50	79480.03	73983.83
29. Aandaman and Nicobar Islands		780.54	412.44	357.78	907.36	322.35	216.48	247.06	509.14
30. Chandigarh		820.52	1100.72	2155.89	1311.21	364.88	343.12	525.54	520.59
31. Dadra and Nagar Haveli		104.63	350.18	413.78	564.35	151.42	152.62	290.45	342.71
32. Daman and Diu		0	169.00	162.99	230.06	71.57	89.96	147.78	136.58
33. Delhi		1529.01	3088.62	3552.71	2135.08	5772.06	7074.43	9072.32	6562.19
34. Lakshadwaddep		70	143.80	127.39	127.86	41.85	46.48	80.54	76.32
35. Pudducherry		638.59	669.96	485.38	557.62	423.60	429.70	693.24	635.99
Total		1261120.41	1278107.89	1959407.42	1969010.38	673708.99	669562.84	912451.84	891342.87

Sl. No.	Name of the State	Rashtriya Madhyamic Shiksha Abhiyan (RMSA)			Saakshar Bharat		
		2009-10	2010-11	2011-12	2009-10	2010-11	2011-12
1	2	11	12	13	14	15	16
1.	Andhra Pradesh	1505.00	31157.00	28489.56	6899.55	8466.69	6454.91
2.	Arunachal Pradesh	189.00	2698.00	292.98	403.68	487.03	0.00
3.	Assam	870.00	1935.00	8345.92	1447.59	858.08	0.00
4.	Bihar	1964.00	7727.00	2350.20	449.4	8518.93	37.63
5.	Chhattisgarh	5812.00	1525.00	33812.30	1902.78	1961.53	2867.51
6.	Goa	51.00	54.00	312.60	0.00	0.00	0.00
7.	Gujarat	294.00	1069.00	1524.60	2399.11	0.00	1440.13
8.	Haryana	533.00	2300.00	17555.66	120.11	727.59	511.12
9.	Himachal Pradesh	374.00	3850.00	2101.23	0.00	146.34	0.00
10.	Jammu and Kashmir	1102.00	2640.00	9636.00	0.00	0.00	887.24
11.	Jharkhand	941.00	6943.00	1794.02	546.67	2576.09	46.41
12.	Karnataka	7443.00	1947.00	2546.02	1844.41	4562.92	0.00
13.	Kerela	1033.00	1513.00	1909.58	0.00	0.00	0.00
14.	Madhya Pradesh	9758.00	19619.00	22006.19	0.00	2070.01	2817.61
15.	Maharashtra	350.00	1347.00	7399.20	1782.27	479.54	0.00
16.	Manipur	1854.00	2526.00	3022.70	262.25	0.00	0.00
17.	Meghalaya	186.00	0.00	178.01	0.00	362.02	0.00
18.	Mizoram	1721.00	1908.00	3264.24	0.00		0.00
19.	Nagaland	1187.00	524.00	2501.63	0.00	196.26	0.00

1	2	11	12	13	14	15	16
20.	Odisha	804.00	8983.00	12886.89	349.89	0.00	664.37
21.	Punjab	2525.00	18825.00	8940.07	0	1561.33	0
22.	Rajasthan	1938.00	5296.00	14689.09	4410.59	0.00	8111.11
23.	Sikkim	270.00	426.00	79.33	62.63	0.00	0.00
24.	Tamil Nadu	5518.00	7705.00	17327.94	936.32	1139.63	0.00
25.	Tripura	998.00	2526.00	695.08	82.68	0	0.00
26.	Uttarakhand	352.00	7601.00	3406.65	794.11	190.93	2841.73
27.	Uttar Pradesh	3610.00	4943.00	20448.56	6488.37	0.00	15542.09
28.	West Bengal	1299.00	0.00	274.07	1415.69	0.00	0.00
29.	Andaman and Nicobar Islands	0.00	64.00	105.21	0.00	0.00	0.00
30.	Chandigarh	10.00	45.00	234.55	0.00	0.00	0.00
31.	Dadra and Nagar Haveli	0.00	20.00	125.36	0	17.95	0
32.	Daman and Diu	0.00	31.00	110.05	0.00	0.00	0.00
33.	Delhi	0.00	71.00	397.45	0.00	0.00	0.00
34.	Lakshadwaddep	110.00	5.00	74.00	0.00	0.00	0.00
35.	Pudducherry	182.00	187.00	196.10	0.00	0.00	0.00
Total		54783.00	148010.00	229033.04	32598.10	34322.87	42221.86

Purview of RTI

1155. SHRI NAVEEN JINDAL: Will the PRIME MINISTER be pleased to state:

(a) whether the Central Information Commission (CIC) has recently ruled that legal opinion sought internally by the Government comes under the purview of the Right to Information Act, 2005, and can be made public; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) The Central Information Commission is an independent quasi-judicial authority which adjudicates on appeals and complaints based on the facts and merits of the cases. The order of the Commission is binding in the particular case. Order of the Commission is challengeable in High Court by way of writ petition.

[*Translation*]

Manufacture of Telescope

1156. SHRI A.T. NANA PATIL:
SHRI HANSRAJ G. AHIR:

Will the PRIME MINISTER be pleased to state:

(a) whether India and China have decided to work on a project of manufacturing a big telescope with mutual cooperation in the field of astronomy;

(b) if so, the details thereof; and

(c) the details of the amount being spent on the said project with the cooperation of China along with the time-limit under which the said project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S

OFFICE (SHRI V. NARAYANASAMY): (a) There is no such proposal for manufacturing of a big telescope through mutual cooperation between India and China.

(b) Does not arise.

(c) Does not arise.

[*English*]

Anti-Corruption Law

1157. SHRI R. DHROVANARAYANA: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has any proposal to bring corporate sector under anti-corruption law;

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

(c) the views of each States including Karnataka in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) to (c) There is a proposal in the Ministry of Home Affairs to amend the Indian Penal Code, 1860 to make bribery in private sector a criminal offence. Since Criminal Law and Criminal Procedure fall in the Concurrent List of Seventh Schedule to the Constitution of India, taking a view on the proposal is subject to receipt of comments from all the State Governments.

As on 16th March, 2012, comments have been received from the Government of Arunachal Pradesh, Assam, Chhattisgarh, Gujarat, Goa, Haryana, Himachal Pradesh, Jammu and Kashmir, Jharkhand, Karnataka, Kerala, Maharashtra, Manipur, Meghalaya, Mizoram, Nagaland, Punjab, Rajasthan, Sikkim, Tamil Nadu, Tripura, West Bengal, Andaman and Nicobar Islands, Chandigarh, Daman and Diu, Dadra and Nagar Haveli, NCT of Delhi and Lakshadweep. A statement containing brief of the comments of the State Governments/UT Administrations is given in the enclosed Statement.

Statement

Sl. No.	State Government	Comments
1	2	3
1.	Andhra Pradesh	Comments have not been received so far.
2.	Arunachal Pradesh	The State Government has offered no comments on the proposed amendment.
3.	Assam	The State Government has agreed with the proposed amendment to IPC.
4.	Chhattisgarh	The State Government has agreed with the proposed amendment to IPC.
5.	Bihar	Comments have not been received so far.
6.	Gujarat	The State Government has agreed with the proposed amendment to IPC. The State Government has suggested that in case of corruption in private sector, the Anti-Corruption Bureau (ACB) should register the offence. Accordingly, necessary amendment should also be made in the Prevention of Corruption Act.
7.	Goa	The State Government has agreed with the proposed amendment to IPC.
8.	Haryana	The State Government has agreed with the proposal.
9.	Himachal Pradesh	The State Government has conveyed its disagreement with the proposed amendment to IPC.
10.	Jammu and Kashmir	The proposed amendment would be a step forward in enlarging the ambit of the Penal Code to cover the private sector as well. In fact, the State Government is considering amendment on similar lines in the Ranbir Penal Code applicable to the State of J&K.
11.	Jharkhand	The State Government has agreed with the proposed amendment.
12.	Karnataka	The State Government has agreed with the proposed amendment.
13.	Kerala	The expressions "private sector" and "undue advantage" are given wider coverage in the Bill. But, in clause 160B of the Bill, the punishment prescribed for the offence of bribery in private sector is imprisonment of either description for a term which may extend to seven years or with fine or with both. Such a provision may help the offender to escape with fine

1	2	3
		<p>alone. It is suggested that the punishment for the said offence shall be imprisonment of either description for a term which may extend to seven years and shall also be liable to fine.</p> <p>No separate punishment is prescribed in the Bill for committing the offence of bribery habitually in private sector. Committing an offence for the first time cannot be treated on par with habitual committing of the offence. The attempt to commit the offence of bribery and the abetment of the offence are also not made punishable in the Bill. Hence, it is suggested that specific provision prescribing enhanced punishment for habitual committing of offence of bribery in private sector similar to the provisions in the Prevention of Corruption Act, 1988 be incorporated in the Bill.</p> <p>It is also suggested that the attempted to commit the offence of bribery in private sector and the abetment of offence should also be made punishable with imprisonment. Further, it is also suggested that the activities of persons coming under the purview of "private sector" who dishonestly or fraudulently collects money, by way of shares, debentures, bonds or in whatever form, from the public and misappropriating the same for themselves like money laundering, money chain be brought within the purview of the Bill as a separate offence prescribing stringent punishment.</p> <p>With the above suggestion, the State Government has agreed with the proposed amendment.</p>
14.	Madhya Pradesh	Comments have not been received so far.
15.	Maharashtra	The State Government has agreed with the proposed amendment.
16.	Manipur	The State Government has agreed with the proposed amendment.
17.	Meghalaya	The State Government agrees with the proposal.
18.	Mizoram	The State Government has endorsed the proposal for insertion a new Chapter-VIIIA in the IPC to deal with bribery in private sector.
19.	Nagaland	The State Government has agreed with the proposed amendment to IPC.
20.	Odisha	Comments have not been received so far.
21.	Punjab	The State Government has agreed with the proposed amendment to IPC.

1	2	3
22.	Rajasthan	The State Government has agreed with the proposed amendment.
23.	Sikkim	The proposed amendment is timely and wholesome. It is suggested that the proposed section 160B be suitably taken to section 160A.
24.	Tamil Nadu	Proposed section 160A of IPC has to be amplified with various commercial activities of the private sectors covering not only the individual firm, society, association of individual etc. The commercial activity mainly concerned with the bribery activities either in money form or in other way like foreign trip, gift in any form, concession, reduction in rate, selling sub-standard material in a priced rate of labeling etc. There should be a separate provision to prosecute the companies and for cancellation/suspension of their licenses/registration etc. There should be a minimum punishment prescribed in the same penal section as in the case of offences provided under the Prevention of Corruption act.
25.	Tripura	The State Government has agreed with the proposed amendment.
26.	Uttarakhand	Comments have not been received so far.
27.	Uttar Pradesh	Comments have not been received so far.
28.	West Bengal	The State Government agrees to the proposed amendment.

Union Territory Administrations

Sl. No.	Union Territory Administration	Comments
1.	Andaman and Nicobar Islands	The UT Administration agrees with the proposal.
2.	Chandigarh	The UT Administration agrees with the proposal.
3.	Daman and Diu	Under Section 160B of the proposed Amendment Bill, it is mentioned under Explanation, the expression "Private Sector" includes "an individual". It is requested to reconsider as to whether "Individual" can be included e.g. proprietor of proprietary firm can be held liable.
4.	Dadra and Nagar Haveli	The UT Administration has agreed with the proposal.
5.	NCT of Delhi	The UT Administration has agreed with the proposal.
6.	Lakshadweep	The UT Administration has agreed with the proposal.
7.	Puducherry	Comments have not been received so far.

*[Translation]***Proposals for Engineering Colleges**

†1158. SHRI MAHESHWAR HAZARI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of proposals received from the State Government of Bihar for setting up of new Engineering Colleges during the last five years alongwith their current status;

(b) the reasons behind pendency, if any, of such proposals received from the State Government;

(c) whether any time limit has been fixed for disposal of the proposals received in this regard;

(d) if so, the details thereof;

(e) whether the long delay caused in disposal of the aforesaid proposals is likely to affect development related works; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (f) The number of Engineering Colleges, proposal of which were received from the State Government of Bihar and approved by All India Council For Technical Education (AICTE) for the years 2008-09 to 2010-11 is as follows:

2008-09	2009-10	2010-11
2	Nil	Nil

During the year 2011-12, only, one application from the Govt. of Bihar was received for setting up of new Engineering College, namely Loknayak Jai Prakash Institute of Technology, in the campus of LNJP University Campus, Chapra. The proposal was not approved as the norms and criteria laid down were not fulfilled. For the year 2012-13, AICTE has received eight applications from the Bihar Govt. for setting up new Technical Institutions, and the same are under process as per the procedure laid down by AICTE.

*[English]***Poverty Cap**

1159. SHRI SURESH KUMAR SHETKAR: Will the PRIME MINISTER be pleased to state:

(a) whether the Below Poverty Line (BPL) poverty

cap has been placed at 46%;

(b) if so, the details thereof; and

(c) the suggestions made by the States in this regard especially by Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) to (c) The Planning Commission estimates the number and proportion of persons living below the poverty line (BPL) for states as well as for the country using data collected through Household Consumer Expenditure Surveys conducted by National Sample Survey Office (NSSO). The latest estimates of poverty have been released based on 61st round of the NSS for the year 2004-05. For 2004-05, the poverty at all India level is 37.2% for the country with 41.8% in rural areas and 25.7% in urban areas. The estimates of poverty will be revised from time to time based on the recommendation of experts.

It has been announced by the Joint Statement of Deputy Chairman, Planning Commission and Union Minister of Rural Development, issued on 3rd October, 2011, that the present State wise poverty estimates based on Planning Commission's methodology will not be used to impose any ceiling on the number of households to be included in different government programmes and schemes. Multiple dimensions of deprivations based on the indicators that are being collected through the on-going Socio-Economic Caste Census (SECC), 2011 would be taken into account for arriving at specific entitlements. By the time the SECC 2011 is completed, the Ministry of Rural Development and the Planning Commission will consult the States, Experts and Civil Society Organisations, and arrive at a consensus on the methodology to determine the eligibility and entitlements under various programmes/schemes.

The Planning Commission received reference from State Governments like Bihar and Uttar Pradesh expressing their reservations on the use of poverty estimates as cap for determining the eligibility and entitlements under various programmes/schemes. A reply was sent to them on the lines of Joint Statement of Deputy Chairman, Planning Commission and Union Minister of Rural Development, issued on 3rd October, 2011.

Fast Track Courts of CBI

1160. SHRI P.T. THOMAS: Will the PRIME MINISTER be pleased to state:

(a) whether all the newly sanctioned Fast Track CBI courts in the country have started functioning;

(b) if so, the details thereof; and

(c) if not, the status of the same, State-wise and the time by which these are likely to start functioning?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) to (c) The Central

Government decided to set up 71 additional special courts exclusively for the trial of CBI cases in different States. Out of these 71 courts, concurrences of the Central/State Governments have been received for 70 Courts, out of which 54 courts have started functioning and rest are under process of being established. The state-wise details of the newly created additional courts are given in the enclosed Statement-I and II.

The matter is being regularly monitored by the Government for early establishment/operationalisation of these courts. The same is also being monitored by Hon'ble Supreme Court in the Criminal Appeal 88-93/2003. The matter was last heard on 24.1.2012. The next date of hearing is 24.4.2012.

Statement-I

Statement showing where the Additional Special Courts Started Functioning

Name of the State	Location of the Court	No. of Court started functioning	Year when started functioning
1	2	3	4
Hyderabad Zone			
Karnataka	Bangalore	02	2010
Dharwad		01	2011
Patna Zone			
Bihar	Patna	03	2011
Jharkhand	Ranchi	02	2011
	Dhanbad	04	2011
Delhi Zone			
Delhi	Delhi	12 (out of 15)	09 -2011 03-2012
Rajasthan	Jaipur	02	2011
Lucknow Zone			
Uttar Pradesh	Lucknow	04	2010
	Ghaziabad	02	2010
Mumbai Zone-I			
Maharashtra	Mumbai	03	2010
	Nagpur	01	2011

	Amravati		01	2011
	Pune		01	2011
Mumbai Zone-II				
Gujarat	Ahmedabad		02	2011
Chandigarh Zone				
Jammu and Kashmir	Jammu		01	2011
	Haryana	Panchkula		01 2011
Bhopal Zone				
Madhya Pradesh	Bhopal		01	2009
	Jabalpur		01	2009
Chhattisgarh	Raipur		01	2012
Kolkata Zone				
West Bengal	Kolkata		05 (out of 06)	03-2011 02-2012
Chennai Zone				
Tamil Nadu	Chennai		03	2010
Kerala	Thiruvananthapuram		01	2011
	Total		54	

Statement-II

Statement showing where the Additional Special Courts are yet to Start Functioning

Sl. No.	Name of the State	Location of Courts	No. of Courts yet to start functioning	Status of the Court
1	2	3	4	5
	Hyderabad Zone			
	Andhra Pradesh	Hyderabad	03	Likely to start functioning by end of April, 2012
		Visakhapatnam	02	Pending for posting of Presiding Officer. Likely to start by March, 2012.
	Delhi Zone			
	Delhi	Delhi	03 (out of 15)	Notification is awaited from State Govt. Date can be given only

1	2	3	4	5
				after State Govt. Notification.
Kolkata Zone				
	West Bengal	Kolkata	01 (out of 06)	Notification is awaited from State Govt. Date can be given only after State Govt. Notification.
	Orissa	Bhubaneshwar	04	One Court is likely to start by April, 2012. Remaining 3 courts are under process of construction and will start only after construction of Court building.
Guwahati Zone				
	Assam	Guwahati	02	Likely to start functioning by April, 2012.
Mumbai-I Zone				
	Goa	Goa (Panaji)	01	Notification is awaited from State Govt. Date can be given only after State Govt. Notification.
Total			16	

Concurrence of the State Government not received for Remaining 01 Additional Special Court

Chandigarh Zone

1	Himachal Pradesh	Shimla	01*
Total			01

Discontinuance of Schemes

1161. SHRI M. VENUGOPALA REDDY: Will the PRIME MINISTER be pleased to state:

(a) whether the Government is considering to discontinue some Centrally Sponsored Schemes during the Twelfth Five Year Plan which were started during the Eleventh Five Year Plan;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the allocation made for these schemes and the

progress achieved till date under the Eleventh Plan?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) to (c) Plan Schemes are continued from one Plan to the next on the basis of Zero Based Budgeting (ZBB) exercise, which is carried out while preparing a Plan. The primary purpose of ZBB exercise is to ensure convergence, efficiency and efficacy of schemes according to objectives & priorities of

the next Plan, and also to make use of available resources in the most judicious and economically efficient manner. In this regard, during 2011, a Sub-Committee under the Chairmanship of Shri B.K.Chaturvedi, Member, Planning Commission, was set up to suggest ways of rationalising Centrally Sponsored Schemes (CSS). The Committee, which submitted its report in September, 2011 has recommended for converging the existing 147 CSS schemes into 59 CSS schemes, for better focus.

(d) The allocation made on Centrally Sponsored Schemes during the Eleventh Plan was Rs. 660506.40 Crore. The year wise and scheme wise details of amount allocated and utilised is available in the respective implementing Ministry's Demand for Grants, and scheme wise progress in their respective Outcome Budgets.

Research Project of Banana Wine and Stems

1162. SHRI HARIBHAU JAWALE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the University Grants Commission (UGC) has given financial grant to any college on research project of Banana bye-production, Jalgaon District;

(b) if so, the details thereof;

(c) whether the UGC is also funding banana wine and banana stems research projects; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) No, Madam.

(b) Does not arise.

(c) and (d) University Grants Commission (UGC) has reported that there are Schemes for supporting research by UGC, namely Minor Research Project and Major Research Project. Under these Schemes, college teachers may apply for funding to work on Banana wine and Banana stems.

ILL-Treatment of Hindus

1163. SHRI S. PAKKIRAPPA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether ill-treatment with the Hindus is continuously taking place in Pakistan and Bangladesh;

(b) if so, the details thereof;

(c) whether there exists any agreement with Bangladesh and Pakistan for the protection and prestige of minorities; and

(d) if so, the details thereof and the steps taken during the last three years against non-adherence to such agreement?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) to (d) Government has seen reports of unfair treatment to members of minority groups, including Hindus, residing in Pakistan and Bangladesh. It is the responsibility of the Governments of Pakistan and Bangladesh to discharge their obligations towards their citizens, including minorities. However, based on reports of persecution of minority groups in Pakistan, Government had taken up the matter with the Government of Pakistan. The Government of Pakistan stated that it was fully cognizant of the situation and looked after the welfare of all its citizens, particularly the minority community. The Government of Bangladesh has also assured us that it is committed to safeguarding minority rights.

The Nehru-Liaqat Agreement, signed between India and Pakistan on April 8, 1950 stipulates that "Governments of India and Pakistan solemnly agree that each shall ensure, to the minorities through-out its territory, complete equality of citizenship, irrespective of religion, a full sense of security in respect of life, culture, property and personal honour, freedom of movement within each country and freedom of occupation, speech and worship, subject to law and morality". In respect of migrants from East Bengal, West Bengal, Assam and Tripura, the two Governments agreed to ensure, *inter alia*, freedom of movement, protection in transit, freedom to remove movable personal effects, protect the right of ownership provided the migrants came back by 31.12.1950. Under paragraph "F" of the Agreement, Governments of India and Pakistan agreed to set up Minority Commissions, "one for East Bengal, one for West Bengal and one for Assam" to observe and report on the implementation of the Agreement and to advice on action to be taken on their recommendations. After the emergence of Bangladesh in 1971, those Commissions no longer exist.

The Simla Agreement of 1972 between India and Pakistan specifically provides for non-interference in each other's internal affairs. While no separate agreement has been signed with Bangladesh to protect the life, property and dignity of minorities, the Government of Bangladesh continues to assure us of their commitment to safeguarding

minority rights.

National Postal Policy

1164. SHRI K. SUDHAKARAN: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has formulated or proposes to formulate a National Postal Policy for expansion and modernisation of the postal network;

(b) if so, the details thereof alongwith the salient features of the draft policy;

(c) the manner in which the policy is likely to make the department adopt a financially viable revenue model;

(d) whether the legislation to regulate the operation of the courier services in the country has been formulated; and

(e) if so, the details thereof and if not, the time by which it is likely to be done?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI SACHIN PILOT): (a) No Madam, the Government has not formulated a National Postal Policy. However, a proposal for National Postal Policy, 2012 is under consideration.

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

(d) No, Madam.

(e) Does not arise, in view of (d) above.

Backhaul Technology

1165. SHRI PRATAP SINGH BAJWA: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Backhaul technology is being used in telecom and information technology sector in the country;

(b) if so, the details thereof;

(c) whether India has developed sufficient Backhaul technology to meet the increasing demands;

(d) if so, the details thereof; and

(e) the steps taken by the Government to use the Backhaul technology and increase optical fibre network penetration, particularly in rural areas?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) and (b) Yes Madam, the Backhaul technology is used in telecom and information technology sector including mobile and broad band services. The available backhaul technology uses optical cable, radio and satellite system.

(c) to (e) The backhaul technology using radio and satellite system, presently operates in different frequency bands such as, 6, 7, 11, 13, 15, 18 & 22 GHz etc. These technologies are extensively deployed various service providers.

The Government is implementing the National Optical Fiber Network (NOFN) scheme for providing backhaul connectivity to village Panchayats by extending the existing optical fiber network utilizing the universal Service Obligation Fund (USOF).

UGC NET Examination

1166. SHRIMATI ASHWAMEDH DEVI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the University Grants Commission (UGC) has proposed that Paper-III of UGC NET examination be converted into objective type from June, 2012;

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

(c) whether UGC has decided to examine the relevance and necessity of the NET examination;

(d) if so, the details thereof;

(e) whether a large number of NET qualified candidates of reserved categories (SC, ST and OBC) are not able to get jobs due to non-filling up of backlog vacancies reserved for them;

(f) if so, the details of backlog vacancies identified, advertised and filled in Central Educational Institutions (CEIs) in direct recruitment quota so far;

(g) whether there is urgent need for linking the release of funds to CEIs subject to filling up backlog vacancies; and

(h) if so, the steps being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D.

PURANDESWARI): (a) and (b) Yes, Madam. The University Grants Commission (UGC) has reported that it has decided

that UGC-NET will be conducted in objective mode from June, 2012 onwards. The details of Paper-III of UGC-NET are as follows:

Session	Paper	Number of Questions	Marks	Duration
Second	III	75 questions all of which are compulsory	75x2 = 150	2½ Hours (01.30 p.m. to 04.00 p.m.)

The syllabus of Paper-III will remain the same. There will be no negative marking. The UGC decided to convert Paper-III in objective type, keeping in view requirements relating to objectivity in marking, transparency and reducing the inter and intra-examiner variability in marking of Paper-III, delays in declaration of NET results and recommendations of the NET moderation Committees etc.

(c) and (d) The UGC has reported that Commission, in its 483rd meeting held on 13 February, 2012 has decided that the relevance and necessity of the NET examination may also be examined in a separate meeting of the Commission.

(e) While some backlog vacancies exist in Central Educational Institutions (CEIs) also, large number of NET qualified candidates, including those belonging to reserved categories, are not able to get jobs due to reasons of persistence of vacancies in state institutions. The UGC has directed to all universities to fill up the remaining identified backlog vacancies for SCs, STs and OBCs as on 1.11.2008 and Persons with Disabilities as on 15.11.2009 by 31st March, 2012. The Government has also separately directed the Central Universities to fill up these vacancies.

(f) The details are being collected and will be laid on Table of the House.

(g) and (h) Filling up of vacancies, including backlog vacancies is a continuous process. Moreover, many vacancies have arisen recently in CEIs due to enhancement of capacities on account of Oversight Committee approvals. Therefore linking release of grants to CEIs to filling up of vacancies is considered unnecessary at this juncture.

Commemorative Postage Stamps

1167. SHRI C.R. PATIL: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the details of the proposals received by the Union Government for issuing commemorative postage stamps;

(b) the details of proposals accepted by the Government;

(c) whether the Government has taken a decision to issue postage stamp on Dhumketu of Gujarat State for his remarkable contribution in literature;

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

(e) the time by which the final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI SACHIN PILOT): (a) 230 proposals for issue of Commemorative Postage Stamps were placed before the Philatelic Advisory Committee in its meeting held on 17.11.2011 for consideration. 68 proposals have been received after the said meeting of the Philatelic Advisory Committee.

(b) 79 Commemorative Postage Stamps have been approved for issue in the Calendar Year 2012. 08 stamps have so far been approved for issue and release in the Calendar Year 2013.

(c) The proposal for issue of a postage stamp on 'Dhumketu' has not been approved.

(d) Proposal for issue of a Commemorative Postage Stamp on 'Dhumketu' was placed before the Philatelic Advisory Committee (PAC) for consideration in its meeting held on 17.11.2011. The same could not be included in the Stamp Issue Calendar of 2012 due to the limitation on the number of stamps that can be issued in a Calendar Year.

(e) Does not arise in view of the (d) above.

[Translation]

Utilization of Human Resources

†1168. SHRI MAHESH JOSHI:
SHRI PASHUPATI NATH SINGH:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the vast human resource is available in MTNL and BSNL but the services of these companies are deteriorating;

(b) if so, the details thereof and the action taken by the Government for proper utilization of Human Resources;

(c) whether the Government has assessed the working of HR units of these companies for proper functioning and management of these companies;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) and (b) Bharat Sanchar Nigam Limited (BSNL) and Mahanagar Telephone Nigam Limited (MTNL) have an employee strength of about 2.72 lakhs and around 42 thousand respectively. The telecom services provided by Bharat Sanchar Nigam Limited (BSNL) and Mahanagar Telephone Nigam Limited (MTNL) are working satisfactorily and, in general, meeting the Quality of Service (QoS) parameters prescribed by Telecom Regulatory Authority of India (TRAI). The human resource available in BSNL and MTNL is being utilised to the optimum. However, a proposal from BSNL has been received in the Department of Telecommunications regarding a Voluntary Retirement Scheme aiming to reduce the work force by around one lakh.

(c) to (e) BSNL and MTNL deploy their employees in different business units as per their functional requirement. BSNL and MTNL have been signing Memorandum of Understanding (MoU) with Department of Telecommunications (DoT) on yearly basis in accordance with the MoU guidelines of the Department of Public Enterprises. The review of the MoU is held on quarterly basis.

Allocations under Eleventh Five Year Plan

1169. DR. KIRODI LAL MEENA: Will the PRIME MINISTER be pleased to state:

(a) whether the public investment in major infrastructure sectors like roads, railways and ports is very low in the Eleventh Five Year Plan;

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

(c) the details of the projects launched under public, private and joint public-private partnership pattern alongwith the amount of funds spent thereon separately during the Eleventh Five Year Plan, till date; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) and (b) Sector-wise details of public outlay and expenditure in Roads, Railways and Ports in the Eleventh Five Year Plan are given below:

(Rs. in crore)

Sl. No.	Sector	Eleventh Plan Public Outlay (at 10-11 Prices)	Eleventh Plan Public anticipated Expenditure (at 10-11 Prices)
1.	Railways	2,76,566	2,19,754
2.	Central Roads	1,43,013	92,671
3.	Ports	40,359	8,286

The expenditure was less than the outlay in the Port Sector mainly on account of delay in finalization of processes and procedures for approval and implementation of projects.

Sector-wise details for public outlay and expected expenditure for the other infrastructure sectors like Electricity, Telecom, Irrigation (including watershed), Water Supply and Sanitation, Airports, Storage and Oil & Gas Pipelines is given below:

Sector	XI Plan (Original Projections) for Public Investment	XI Plan (Revised MTA Projections) for Public Investment
Electricity (including non-conventional electricity)	481,013	371,085
Telecom	80,753	61,503
Irrigation (including watershed)	253,302	246,234
Water supply & sanitation	138,309	111,206
Airports	9,338	12,983
Storage	11,189	351
Oil & Gas pipelines	10,327	74,545

(c) The Private Sector investments in the Infrastructure Sector is given below:

Sector	XI Plan (Original Projections) for Private Investment	XI Plan (Revised MTA Projections) for Private Investment
Electricity (including non-conventional electricity)	185,512	287,546
Roads & Bridges	106,792	45,887
Telecom	177,686	283,631
Railways (including mass rapid transit system)	50,354	8,316
Irrigation (including watershed)	Nil	Nil
Water supply & sanitation	5,421	484
Ports (including inland waterways)	54,479	32,517
Airports	21,630	23,155
Storage	11,189	8,615
Oil & Gas pipelines	6,528	52,761

Specific examples of projects launched under public, private and PPP projects for Rail, Road, Ports and Civil Aviation is given in the enclosed Statement.

(d) The Government has taken following steps to achieve the targets fixed for the Eleventh Five Year Plan:

Committee for Resolving Problems in the Port Sector

The Government set up two separate committees under the Chairmanship of Member (Transport & Energy), Planning Commission to address the issues relating to the Port Sector, delays in investment in projects of National

Highways. The recommendations of these committees have been made operational. In addition, the Government has fixed quarterly targets for the infrastructure sectors and reviews performance against these targets on a quarterly basis. During these Reviews, several measures have been suggested to achieve the targets.

Cabinet Committee on Infrastructure (CCI)

The CCI was constituted under the chairmanship of the Prime Minister on July 6, 2009. The CCI approves and reviews policies and annual targets and projects across infrastructure sectors.

Public Private Partnership Appraisal Committee (PPPAC)

For streamlining and simplifying the appraisal and approval process for PPP projects, the PPPAC has been constituted under the chairmanship of Secretary, Department of Economic Affairs.

Empowered Committee/Institution (EC/EI)

An institutional framework has been established for appraising and approving PPP projects for availing the Viability Gap Funding (VGF) grant of up to 20 per cent of the cost of infrastructure projects.

Viability Gap Funding (VGF) Scheme

To enhance the financial viability of competitively bid PPP infrastructure projects which do not pass the standard thresholds of financial returns, VGF grant up to 20 per cent of capital costs is provided by the Central

Government to projects undertaken by any Central Ministry, State Government, statutory entity or local body. An additional grant of up to 20 per cent of the project costs can be provided by the sponsoring authority.

India Infrastructure Finance Company Limited (IIFCL)

The IIFCL was set up as a non-banking company for providing long-term loans for financing infrastructure projects that typically involve long gestation periods. The IIFCL lends up to 20 per cent of the project costs.

Model Documents

Model documents that incorporate key principles and best practices relating to the bid process for PPP projects have also been developed. Guidelines for the pre-qualification of bidders along with a Model Request for Qualification (RFQ) document have been issued by the Ministry of Finance.

Statement-I

Some specific examples of projects in the infrastructure sector are as follows:

(A) Railways

1. Publicly funded projects

1.1 Infrastructure Capacity Creation Targets & Achievements

Item (Length in kms)	XI Plan Original Target	Revised Target for XI Plan During Mid Term Appraisal	Achievement up to 2010-11	Target for 2011-12	Likely achievement in the XI Plan
New Line	2000	2000	1480	1075	2555
Gauge Conversion	10000	6000	4465	1017	5482
Doubling	6000	2500	2006	867	2873
Railway Electrification	3500	4500	3391	1110	4501
Total	21500	15000	11342	4069	15411

1.2 Rolling Stock Production & Procurement

Item (Nos)	Xth Plan Achievement	XIth Plan Original Target	Revised Target for XIth Plan during Mid Term Appraisal	Likely achievement upto 2010-11	Target for 2011-12	Likely achievement in the XIth Plan
1	2	3	4	5	6	7
Wagons	36,222	62000	62000	44964	18000	62964

1	2	3	4	5	6	7
Coaches (including EMU/MEMU/DEMU)	12,202	22500	19863	13488	3786	17274
Diesel Loco	622	1800	1019	987	300	1287
Electric Loco	524	1800	1205	945	280	1225

2.Private and PPP Projects in Railways

Year	Private Investment in Railways in XIth Plan (Rs. Crore)					Total
	2007-08	2008-09	2009-10	2010-11	2011-12 (Estimated)	
Container Business	1255.17	1258.05	791.52	912.03	1296.23	5513
Wagon Investment Scheme	366.25	556.7	411	284.1	280.1	1898.15
Investment in portconnectivity schemes	98.62	167.22	132.61	188	229.45	815.9
Private Investment in Dhamra port connectivity						76
Total	1720.04	1981.97	1335.1	1384.1	1805.8	8987.1

(B). Road

1. Publicly funded projects in the road sector

Sl. No. Category	Total completion of works from 2007-08 to 2010-11		2011-12	
	Target	Achv.	Target	Achv. (Upto Aug. 11)
1. Missing Link (km)	59.4	55.3	-	-
2. Widening to 2-lanes (km)	4533	4379	1070	299
3. Strengthening (km)	3554	3950	1080	303
4. Improvement of Riding Quality (km)	7769	9321	1672	1228
5. Widening to 4-lanes (km)	301.5	267	104	23
6. Bypasses (No.)	32	13	7	0
7. Bridges /ROBs (No.)	518	388	129	17

Apart from the above major road building programme for north-east through the SARDP-NE would target to complete 1012 kms in the 11th plan. Special programme for road development in LWE affected areas would target to complete 1151 kms in the 11th plan.

2. PPP projects in the Road Sector.

The NHDP programme is mostly funded by PPP. The following table gives overall picture of the 11th plan.

Physical achievements under NHDP during 11th Five Year Plan.

NHDP	Total length completed (km)*
NHDP Phase I	604
NHDP Phase II	5040
NHDP Phase III	2587
NHDP Phase V	655
NHDP Phase VII	0
Other Projects	158
Total	9,044

Some of the important PPP projects under implementation in the road sector as on 31st March, 2011 are as under:

Sl. No. National Highways	Project Cost (Rs. Crore)
1. 4-laning Kannur - Vengalem - Kuttipuram	1,312
2. 4-laning from MP/Maharashtra border - Nagpur I/C Kamptee Kanoon and Nagpur bypass	1,171
3. Ghaziabad - Aligarh	1,141
4. 4/6-laning of Maharashtra/Goa border - Panaji Goa/Karnataka border	1,872
5. New 4-lane Elevated Road from Chennai Port -Maduravoyal	1,655
6. 6-laning Panipat - Jalandhar	2,288
7. 6-laning Gurgaon - Kotputli- Jaipur	1,674

(C) Port Sector.

1. Publicly funded project in the Port Sector.

The public funding in port sector is on expenditures such as dredging, development of harbour works in Island territories of Andaman & Nicobar Islands and Lakshadweep Island and Tsunami restoration programme in Andaman & Nicobar Islands, Funding for lighthouse, support for development of inland water transport, plan expenditure for DG shipping etc.

2. PPP Projects in Port Sector

Most of the capacity creation such as development of berths and terminals, handling facilities and

landside equipments are being developed through PPP. Some of the important PPP projects are listed below:

As on 1/10/2011, 25 projects under PPP costing Rs.17,880 crores and adding capacity worth 221.25 million tonnes per annum were under implementation and 24 projects with the total cost of Rs. 14363.63 crores were under planning/bidding.

Some of the important projects under implementation as under:

Sl. No. Port Projects	Project Cost (Rs. Crore)
1. Development of Container Terminal at Ennore Port	1,407
2. LNG Regasification Terminal at Cochin Port	3,500
3. Two new Off-Shore Container berths at Mumbai Harbour	1,461
4. 4th Container Terminal at JNPT (awarded in 2011-12)	6,700

(D) Civil Aviation

1. Publicly funded projects in Civil Aviation Sector.

AAI is upgrading and modernizing 35 non-metro airports in the country, at an estimated cost of around Rs.4,500 cr. Of these 35 airports, 26 have already been developed, while the remaining are likely to be completed by end of FY-2012. The some of the airport projects completed includes Vizag, Mangalore, Trivandrum, Aurangabad, Nagpur, Amritsar, Jaipur, Udaipur, Agartala, Trichy, Agra and Dehradun AAI is also enhancing air connectivity in the Northeast by way of Greenfield airport at Pakyong (Sikkim)

2. PPP in Civil Aviation Sector.

The private sector played an important role during the 11th Five Year Plan by acting as a key contributor for the development of PPP airports. Total expected investment made by private airport operators in the 11th plan is Rs. 30,000 crores. Some of the projects were Greenfield development of Hyderabad and Bengaluru international airports and modernization of Delhi and Mumbai international airports.

Setting up of Universities

1170. SHRIMATI KAMLA DEVI PATLE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of existing Universities in the country, as on date;

(b) whether the Government is considering to set up more new Universities in the country;

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

(d) the number of the proposals received from the various State Governments including Chhattisgarh for setting up of new Universities in the State, State-wise; and

(e) the action taken by the Government in this regard and the time by which these proposals are likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) As per information furnished by University Grants Commission (UGC) at present there are 567 universities in the country of which. 43 are Central Universities. 286 State Universities, 109 Private Universities and 129 Deemed to be Universities.

(b) and (c) No, Madam. Universities are either established by the Central Government or by State Governments Deemed to be Universities are declared by the Government of India on the advice of UGC, under Section 3 of the UGC Act, 1956.

(d) and (e) In the XI Plan, one new Central University was set up in Chhattisgarh by converting a State University, Guru Ghasidas University, Bilaspur. No new proposal has been received from Chhattisgarh. The details of proposals received so far and their status is given in the enclosed Statement.

Statement

Sl. No.	Name of the State	Name of University	Status
1.	Chhattisgarh	Guru Ghasidas University, Bilaspur (Chhattisgarh)	The University has been granted Central University Status.
2.	Haryana	Maharishi Dayanand University, Rohtak (Haryana)	The proposal of the State Government has not been agreed to.
3.	Jammu and Kashmir	University of Jammu (Jammu & Kashmir)	The proposal of the State Government has not been agreed to.
4.	Madhya Pradesh	Dr. Harisingh Gaur University, Sagar (Madhya Pradesh)	The University has been granted Central University Status.
5.	Maharashtra	Sant Gadge Baba Amravati University, Amravati (Maharashtra).	The proposal of the State Government is being examined.
6.	Uttarakhand	(i) Kumaon University Nanital (Uttarakhand)	The proposal of the State Government has not been agreed to.
		(ii) HNB University, Srinagar Garhwal (Uttarakhand)	The University has been granted Central University Status.

[English]

Centre for Overseas Indian Affairs

1171. SHRI ASHOK TANWAR: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

- (a) the details of Centres for Overseas Indians' Affairs that have been established across the world;
- (b) the total budgetary allocations made for establishing these Centres during the last three years;
- (c) whether these Centres are performing their functions promptly;
- (d) if so, the details thereof; and
- (e) if not, the steps taken/being taken by the Government to solve the problems being faced by these Centres?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS AND MINISTER OF CIVIL AVIATION (SHRI VAYALAR RAVI): (a) The Ministry of Overseas Indian Affairs has established two Overseas Indian Centres, one at Abu Dhabi and the other at Washington D.C.

- (b) B.E. 2009-10 - Rs. 2 crore
B.E. 2010-11 - Rs. 3 crore
B.E. 2011-12 - Rs. 3.5 crore

(c) to (e) Yes, the two Centres are performing their functions promptly and effectively.

Re-employment to Retired Employees

1172. SHRI ANJANKUMAR M. YADAV:
SHRIMATI RAMA DEVI:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

- (a) whether there are any guidelines in BSNL and MTNL for re-employment of their retired employees in other companies;
- (b) if so, the details thereof;
- (c) whether these rules/guidelines are being violated; and
- (d) if so, the details thereof and the action taken by the Government to track the re-employment of the retired employees?

THE MINISTER OF STATE IN THE MINISTRY OF

COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) and (b) Bharat Sanchar Nigam Limited (BSNL) and Mahanagar Telephone Nigam Limited (MTNL) have guidelines for re-employment of their retired employees in other companies.

The BSNL Rule 17(3)(c) of BSNL Conduct, Discipline and Appeal Rules, 2006 provides that "No employee shall accept any employment with any of the companies/business houses/firms engaged in the same line of business as that of BSNL, for a period of two years from the date of resignation/ superannuation/ retirement/ removal from the service as the case may be".

In case of MTNL, Rule 13 (A) of MTNL Conduct, Discipline and Appeal Rules provides that

- "(1) No functional Director of the company including the Chief Executive, who has retired from the service of the company, after such retirement/resignation shall accept any appointment or post, whether advisory or administrative, in any firm or company, whether Indian or foreign, with which the company has or had business relations, within one year from the date of retirement without prior approval of the Government.
- (i) The term retirement includes resignation, but not cases of those whose term of appointment was not extended by government for reasons other than proven misconduct.
 - (ii) The term 'business relations' includes official dealings as well."

(c) and (d) The re-employment of retired employees of BSNL and MTNL are governed by the respective rules of these companies. No such case has been reported in BSNL. However, one case of appointment after retirement came to notice of MTNL. BSNL and MTNL have system of tracking re-employment of their retired employees.

[English]

Pan-India Secure Network

1173. SHRI K. SUGUMAR:
SHRI RAJAJIAH SIRICILLA:
SHRI RAYAPATI SAMBASIVA RAO:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

- (a) whether the Government proposes to set up a Pan-India Secure Network to provide foolproof

infrastructure for telecom and internet communication for Government use;

(b) if so, the details thereof and the benefit likely to be accrued as a result thereof;

(c) the funds earmarked by the Government for the purpose; and

(d) the action taken by the Government in this regard so far?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) and (b) Madam, Government has decided to establish a Plan-India Secure Network for Intra Governmental communications, which will be less vulnerable to attacks and provide secured communications.

(c) The expenditure towards this project at present is proposed to be borne by the user departments/ministries on per line per month basis.

(d) Government has decided to establish the network initially at Delhi and thereafter, it will be scaled up for Pan-India communications.

[Translation]

Supply of Coal

1174. SHRI DEVJI M. PATEL: Will the Minister of COAL be pleased to state:

(a) whether the domestic supply of coal has been discontinued to Suratgarh and Kota Super Thermal Power Projects situated in Rajasthan;

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

(c) whether the Government has fixed any time limit for supply of domestic coal in order to reduce the cost of power production of these projects; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) No, Madam. Coal is regularly being supplied by the subsidiary companies of Coal India Limited (CIL) to Suratgarh and Kota Thermal Power Stations of Rajasthan.

(b) to (d) Do not arise, in view of reply given in respect of part (a) of the question.

[English]

Setting up of Book Bank

1175. SHRI P.L. PUNIA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government proposes to set up a book bank for needy students studying in higher educational institutes in every district; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) No, Madam. However, according to the information furnished by the University Grants Commission (UGC), UGC provides financial assistance to universities and colleges eligible to receive grants under Section 12 B of UGC Act, for purchase of books and journals under General Development Grants. The Universities and Colleges have the liberty to create book banks for needy students out of this grant.

[Translation]

WLL Services

†1176. SHRI BHOOPENDRA SINGH: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the date from which the BSNL started the Wireless in Local Loop (WLL) services in the country. State-wise;

(b) the number of the subscribers subscribed to WLL connections and the subscribers surrendered the connections, State-wise as on date:

(c) the reasons behind the subscribers opting out of this service;

(d) the names of the companies which are providing WLL equipments to the subscribers;

(e) whether any complaints have been received about the poor WLL services and also the quality of these equipments; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) Bharat Sanchar Nigam Limited

(BSNL) started the Wireless is Local Loop (WLL) services in the country in March, 2001.

(b) The number of the working WLL connections as on 31.1.2012 and the WLL connections closed (including surrendered) from 1.4.2011 to 31.12.2011, Circle wise is given in the enclosed Statement.

(c) The reason for opting out of his service is mainly due to penetration of mobile service by BSNL and other telecom operators in rural/remote areas.

(d) BSNL is providing to its WLL subscribers the equipments of M/s. Teracom, M/s. VMCL and M/s Prithvi.

(e) and (f) The WLL services provided by BSNL are, in general, working satisfactorily. However, due to poor availability of power supply, the in-built battery of the Fixed Wireless Terminals (FWT) at times, does not get charged

properly causing interruption of services to the customers.

The steps taken by BSNL to make WLL services better in rural and urban areas are as follows:

- Annual Maintenance Contract (AMC) has been put in place with WLL equipment suppliers.
- Switch Mode Power Supplies (SMPSs) are being used with FWTs in the rural areas having poor power supply to facilitate recharging of enhanced battery backup of FWTs.
- The latest Mobile Switching Centre (MSC) based technology is being used extensively in the country.
- The Quality of service parameters are being monitored regularly for necessary corrective actions wherever required.

Statement

Number of the subscribers subscribed to WLL connections and the subscribers surrendered the connections, Circle-wise

Sl. No.	Name of the circle	Subscribed WLL connections as on 31.01.2012	WLL connections closed (including surrendered) from 1.4.2011 to 31.12.2011
1	2	3	4
1	Andaman and Nicobar	9,714	2,623
2	Andhra Pradesh	2,18,202	69,182
3	Assam	1,05,272	9,997
4	Bihar	2,84,141	0
5	Chhattisgarh	1,29,411	22,095
6	Gujarat	2,54,457	45,953
7	Haryana	26,198	71,622
8	Himachal Pradesh	69,153	10,731
9	Jammu and Kashmir	77,087	15,095
10	Jharkhand	1,10,702	5,591
11	Karnataka	3,74,027	74,824
12	Kerala	3,82,861	2,25,895
13	Madhya Pradesh	3,70,003	2,89,943

1	2	3	4
14	Maharashtra	2,12,328	3,17,422
15	North East-I	74,986	2,369
16	North East-II	72,526	438
17	Odisha	1,31,462	97,311
18	Punjab	57,864	12,391
19	Rajasthan	2,17,430	132794
20	Tamil Nadu	4,22,673	69178
21	Uttarakhand	59,539	17,739
22	Uttar Pradesh (E)	4,58,066	37789
23	Uttar Pradesh (W)	96,554	4,232
24	West Bengal	72,951	72,640
25	Kolkata	36,879	4570
26	Chennai	22,926	11,748
Total		43,47,412	16,24,172

[English]

Electricity Generation

1177. SHRI S.S. RAMASUBBU: Will the Minister of COAL be pleased to state:

(a) whether electricity generation from the Neyveli Lignite Corporation (NLC) has been reduced because of Thane cyclone;

(b) if so, the details thereof and the details of losses incurred;

(c) whether the NLC has taken any steps to restore electricity generation and to improve capacity augmentation;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) and (b) Yes, Madam. Due to impact of cyclone 'Thane', the electricity generation at NLC was reduced by 30%. However, shortfall in generation was made good in the subsequent days and the target set for the month has been achieved. Hence, no loss was incurred by NLC on account of electricity

generation during that month.

(c) to (e) Yes, Madam. The restoration work were carried out on war footing, which resulted in major improvement in power generation capacity from 1730 MW on 30.12.2011 to full capacity of 2490 MW on 05.01.2012. NLC also worked round the clock and completed erection of two numbers of 230 KV power line towers feeding mines, within 72 hrs. against the normal time of 15 days.

Citizen's Charter

1178. SHRI PONNAM PRABHAKAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Ministry has released Citizen's Charter; and

(b) if so, the details of the objectives thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) Yes, Madam.

(b) The Ministry of Human Resource Development has two Departments namely, the Department of School Education & Literacy and the Department of Higher

Education. Both the Departments have their own separate Citizen's/Client's Charter. The objectives of these Citizen's/Client's Charters are to make aware their clients/stakeholders about the programmes/schemes being implemented by this Ministry and process & procedure being followed for approval and release of funds for the proposals received under the schemes.

Per Capita Expenditure on Each Student

1179. SHRI BISHNU PADA RAY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the per-capita expenditure on each student in Andaman & Nicobar Islands in Government run schools;

(b) whether 90% of the Government servants children are admitted in private schools in Andaman & Nicobar Islands; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) The per-capita expenditure on each student is approximately Rs. 43,000/-per child, per annum on the basis of the total expenditure incurred under Plan and Non-Plan for the year 2010-11, by the Andaman and Nicobar Administration.

(b) No, Madam.

(c) Does not arise.

Call Termination Charges

1180. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the details of cost of termination charges for both domestic and international calls as per the Telecom Regulatory Authority of India (TRAI) guidelines:

(b) whether the TRAI is deviating from its established principle of termination charges on the basis of cost to benefit certain selected operators;

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

(d) whether the Government has asked TRAI to look into these aspects and frame a policy; and

(e) if so, the details thereof and the time by which a final decision in this regard is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF

COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) to (c) Madam, Telecom Regulatory Authority of India (TRAI) has issued "The Telecommunications Interconnection Usage Charges (Tenth Amendment) Regulations, 2009 (2 of 2009) dated 9th March, 2009" wherein the termination charge for domestic calls and international incoming calls has been fixed as 20 paise per minute and 40 paise per minute respectively. Interconnection Usage Charges (IUC) are wholesale charges payable by one telecom operator to the other for use of the latter's network for originating, terminating or transiting/carrying a call. These charges are usually based on cost and indicate a fair compensation for use of one service provider's network resources by another service provider.

(d) and (e) Some of the Telecom Service Providers challenged the IUC regulations dated 09.03.09 before the Telecom Disputes Settlement & Appellate Tribunal (TDSAT) on various grounds. Hon'ble TDSAT vide its judgment dated 29th September, 2010 has *inter-alia* directed TRAI to consider the matter afresh. TRAI has filed statutory Civil Appeal under section 18 of the TRAI Act, 1997 against Hon'ble TDSAT's judgment dated 29th September, 2010 on various technical and legal grounds. Meanwhile, to review the termination charges, TRAI issued Pre Consultation paper on 24.12.2010 and consultation Paper titled 'Review of Interconnection Usage Charges' on 27.04.2011. Following elaborate consultation process, a report has been filed by TRAI in Hon'ble Supreme Court of India on 31.10.2011 in compliance with its order dated 29.07.2011 in Civil Appeal No. 271-281/2011. The matter is subjudice in the Supreme Court of India.

[Translation]

Thorium Based NPP

1181. SHRIMATI JAYSHREEBEN PATEL: Will the PRIME MINISTER be pleased to state:

(a) whether scientists have now started to experiment the power of other radioactive element, thorium for safe and clear energy source;

(b) if so, whether according to them, the thorium based small nuclear reactors can make the world free from its dependency on coal and natural gas;

(c) if so, the reaction of the Government thereto and whether the Government is contemplating to use it; and

(d) if so, the time as well as the manner by which

it is likely to be done?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Yes, Madam. Thorium plays a pivotal role in Indian Nuclear power programme. In fact, right at the beginning of our nuclear power programme, use of thorium as an energy source has been contemplated during the third phase. Right from the inception of Indian nuclear power programme, work has been carried out on various aspects of thorium utilisation—mining and extraction of thorium, fuel fabrication, and irradiation in reactors, reprocessing and refabrication. In addition studies are underway for utilisation of thorium in different types of reactors.

(b) India has vast reserves of Thorium. Total estimated reserves of monazite in India are about 10.7 million tonnes (containing about 0.84 million tonnes of thorium metal) occurring in beach and river sands in association with other heavy minerals. Out of nearly 100 deposits of the heavy minerals, at present only 17 deposits containing about ~4 million tonnes of monazite have been identified as exploitable. Mineable reserves are ~70% of identified exploitable resources. Therefore, about 2,25,000 tonnes of thorium metal is available for nuclear power programme.

The third stage of Indian nuclear power programme contemplates making use of Uranium-233 to fuel Uranium-233 - Thorium based reactors, which can provide energy independence to the country for several centuries. This will avoid the dependency on coal and natural gas.

(c) Use of Thorium as an energy source has been contemplated during the third phase of our nuclear power programme. Right from the inception of Indian nuclear power programme, work has been carried on various aspects of thorium utilisation—mining and extraction of thorium, fuel fabrication, irradiation in reactors, reprocessing and refabrication. In addition, studies are underway for utilisation of thorium in different types of reactors.

(d) Thorium can be used to produce nuclear energy, but not directly. On account of physical characteristics of Thorium, it is not possible to build a nuclear reactor using Thorium alone. Thorium has to be converted to U-233 in a reactor before it can be used as fuel.

However, for efficient conversion of Thorium to Uranium-233, Fast Breeder Reactors are required. Therefore, using Thorium in the first, or an early part of

second stage of nuclear power programme will adversely affect the rate of growth of nuclear power generation capacity in the initial periods.

Due to these reasons, large scale deployment of Thorium is to be postponed till the later part of the second stage. Thorium is to be introduced only at an optimal point during operation of Fast Breeder Reactors in the second stage. Thorium, for power generation, will be used mainly in the third stage. The time of large scale thorium deployment is expected to be 3 - 4 decades after the commercial operation of Fast Breeder Reactors with short doubling time. All efforts towards technology development and demonstration are being made now so that a mature technology is available in time. Various steps taken in that direction are as follows:

- (i) Thorium fuel fabrication through powder pellet route has been well established. Few tons of fuel have been made for CIRUS and Dhruva, PHWR and for blanket assemblies for FBTR. Few pins have been fabricated using mixed oxides of (Th-Pu) for irradiation in research reactors.
- (ii) Thoria bundles are used in the initial cores of PHWR. The irradiation experience of thoria fuel in the research reactors CIRUS and Dhruva, PHWR and test irradiations are satisfactory.
- (iii) Thoria pins of CIRUS have been reprocessed to obtain U233. The recovered U233 has been fabricated as fuel for KAMINI reactor, which is a small research reactor with 30 kWth capacity based on Uranium-233. It is in operation at Indira Gandhi Centre for Atomic Research (IGCAR), Kalpakkam.
- (iv) The Post Irradiation Examination of one of the thoria bundle irradiated in PHWR has also been carried out for validation of theoretical analyses.
- (v) Studies have been carried out regarding use of thorium in different types of reactors with respect to fuel management, reactor control and fuel utilisation.
- (vi) A Critical Facility for Advanced Heavy Water Reactor has been commissioned in 2008 and is being used for carrying out experiments to further validate the physics design features of Advanced Heavy Water Reactor.
- (vii) To accelerate thorium utilisation, BARC has designed an Advanced Heavy Water Reactor (AHWR). The 300 MWe Advanced Heavy Water Reactor is specially meant for large scale commercial

utilization of thorium. The design of all nuclear systems of the reactor has been completed and associated confirmatory R&D is in a very advanced stage.

[English]

Relations with Neighbouring Countries

1182. SHRIMATI BIJOYA CHAKRAVARTY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government has taken any measures to improve relationship with neighbouring Bangladesh;

(b) if so, the details thereof;

(c) whether recent border-land agreement is a part of the peace effort with Bangladesh; and

(d) if so, the approximate border area likely to be transferred to Bangladesh under the said agreement to solve the border issue between the two countries?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) and (b) Government has taken several significant steps to improve India's relationship with neighbouring Bangladesh based on a vision for durable and long-term cooperation to achieve mutual peace, prosperity and stability. The landmark visits of the Prime Minister of Bangladesh to India in January, 2010 and the Prime Minister of India to Bangladesh in September 2011 opened a new chapter in bilateral relations between the two countries. Considerable progress has been achieved in key areas of cooperation such as security, power, water sharing, land boundary, transit, connectivity etc.

(c) and (d) A Protocol to the Agreement Concerning the Demarcation of the Land Boundary between India and Bangladesh and Related Matters, 1974, was signed on September 06, 2011 during the visit of the Prime Minister to Bangladesh. The Protocol paves the way for a settlement of the long pending land boundary issues between the two countries and addresses the issues pertaining to the un-demarcated land boundary, exchange of enclaves and territories in adverse possession. It is subject to ratification by the Governments of the two countries and shall enter into force on the date of exchange of Instruments of Ratification. The implementation of the Protocol will result

in the exchange of 111 Indian enclaves in Bangladesh with 51 Bangladesh enclaves in India and preserve status quo on territories in adverse possession.

Quality Education in Madarsas

1183. SHRI N. CHELUVARAYA SWAMY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any scheme for providing quality education in Madarsas in the country in the Eleventh Five Year Plan;

(b) if so, the details thereof;

(c) the criteria for inclusion of the institutions in Government List;

(d) the number of requests received so far from the Madarsas for providing financial assistance under this scheme, State-wise; and

(e) the action taken by the Government on such requests?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) The Government of India launched a Scheme for Providing Quality Education in Madrasas (SPQEM) in the XI Five Year Plan with effect from October, 2008 with an aim to bring about qualitative improvement in Madrasas to enable Muslim children attain standards of the national education system in formal education subjects. SPQEM encourages Madrasas to introduce modern subjects like Science, Mathematics, Social Studies, Hindi and English in their curriculum, so that students can attain academic proficiency in these subjects up to senior secondary level. The process of modernization of Madrasas and Makhtabs is voluntary.

(c) Madrasas which have been in existence at least for three years and registered under Central or State Government Acts of Madrasa Board or with Wakf Boards or NIOS shall be eligible to apply for assistance under this programme.

(d) and (e) A State-wise statement on the number of requested under SPQEM received so far and action taken by the Government thereon is given in the enclosed Statement.

Statement

Number of requested received under SPQEM so far and action taken by the Government of India thereon

Sl. No.	State	No. of requests received from Madrasas	No. of Madrasas to whom grant is released	Remarks
1.	Assam	1111	486	Pending proposals include fresh proposals
2.	Andhra Pradesh	80	80	-
3.	Bihar	1127	-	The proposals have been approved by the CGIAC but the grants could not be released due to non-submission of Utilisation Certificate by the State Government for the previous grant
4.	Haryana	6	6	-
5.	Jammu and Kashmir	372	372	-
6.	Odisha	270	--	Utilisation Certificate of previous grant not received. Fresh proposals also received
7.	Rajasthan	461	220	Fresh proposals are pending
8.	Karnataka	181	160	Fresh proposals are pending
9.	Kerala	724	724	-
10.	Maharashtra	99	45	Fresh proposals are pending
11.	Chhattisgarh	439	439	-
12.	Uttarakhand	74	74	-
13.	Uttar Pradesh	7740	6936	The proposal could not be taken up due to paucity of funds
14.	Chandigarh	1	1	-
15.	Tripura	258	129	Pending proposals include fresh proposals
16.	Jharkhand	164	164	-
17.	Madhya Pradesh	2330	2121	Fresh proposals are pending

Helicopter services in NE Region

1184. SHRI PRASANTA KUMAR MAJUMDAR:
SHRI MANOHAR TIRKEY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the helicopter services are provided in

North-East Region including Sikkim and North Bengal;

(b) if so, the details thereof, location wise;

(c) whether the helicopters being used for ferrying passengers happens to be very old and outdated; and

(d) if so, the steps the Government proposes to take to replace the old helicopters so that the current rate of

mishaps can come down?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes, Madam.

(b) In the North East Pawan Hans Helicopters Ltd. has provided helicopters on long term lease to Govt. of Sikkim and Tripura. The regular passenger services are being run under the aegis of the respective State Govts.

In Sikkim the passenger services are being run for connecting Sikkim-Bagdogra-Sikkim and also being utilized for charter services by the State Govt.

In Tripura the helicopter services are being utilized for passenger services connecting Agartala, Dharmanagar, Kallashaar etc.

(c) No, Madam.

(d) As per DGCA stipulations the helicopters can be continued in operation provided the helicopters are maintained in accordance with the manufacturers maintenance programme approved by DGCA.

Establishment of AERAAT

1185. SHRI ARUN YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether establishment of Airports Economic Regulatory Authority Appellate Tribunal (AERAAT) has been notified;

(b) if so, the number of disputes that came before it for adjudication between two or more service providers and between service provider and consumer groups, since its establishment, year-wise; and

(c) the brief details of the cases, if any, pending before the Tribunal alongwith the reasons for their pendency?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes, Madam. Establishment of Airports Economic Regulatory Authority Appellate Tribunal (AERAAT) was notified GSR 59(E) dated 04.02.2010.

(b) The number of appeals filed during 2010 and 2011 is 5 and 14 respectively.

(c) Out of 5 appeals filed in 2010, 4 appeals have been disposed off and out of 14 appeals received in 2011, 7 appeals have been disposed off. The details of the pending cases is given in the enclosed Statement and are at different stages of hearing.

Statement

Details of pending cases before Airports Economic Regulatory Authority Appellate Tribunal (AERAAT)

Sl. No.	Appeal No.	Date of filing	Impugned Order No. & Date	Name of the Parties
1	05/2010	03.12.2010	07/2010-11 Dt. 04.11.2010	Mumbai International Airport (P) Ltd. (MIAL) Vs. Airports Economic Regulatory Authority (AERA) & Ors.
2	06/2011	03.03.2011	12/2010-11 Dt. 05.01.2011	MIAL Vs. AERA
3-	07/2011	31.03.2011	14/2010-11 Dt. 28.02.2011	Bangalore International Airport (P) Ltd. (BIAL) Vs. UOI & Ors.
4	08/2011	30.03.2011	-do-	GMR Hyderabad International Airport (P) Ltd. Vs. AERA & Anr.
5	09/2011	30.03.2011	-do-	Cochin International Airport (P) Ltd. (CIAL) Vs. AERA
6.	10/2011	30.03.2011	Direction No. 5 Dt. 28.02.2011	GMR HIAL Vs. AERA & Anr.
7	11/2011	30.03.2011	-do-	CIAL Vs. AERA
8	12/2011	06.05.2011	Orders No. 5, 12, 17 & Direction No. 4	BIAL Vs. AERA & Anr.

Academic Year of Kendriya Vidyalayas

1186. SHRI M.B. RAJESH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) the academic year of Kendriya Vidyalayas;
- (b) whether the Government proposes to change the said academic year;
- (c) if so, the details thereof;
- (d) whether any study has been conducted in this regard;
- (e) if so, the details thereof and the reasons therefor; and
- (f) the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) 1st April to 31st March of the next year is the Academic year of Kendriya Vidyalayas (KVs).

- (b) No, Madam.
- (c) Does not arise.
- (d) No, Madam.
- (e) and (f) Do not arise.

Core Committee of Vice-Chancellors

1187. SHRIMATI SHRUTI CHOUDHRY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) whether the Government has appointed any core committee of Vice-Chancellors to focus on central universities lagging behind in benchmarks in academic and research performance recently;
- (b) if so, the details thereof;
- (c) whether the Committee has submitted its report to the Government;
- (d) if so, the details thereof; and
- (e) if not, the time by which the report is likely to be submitted by the Committee to the Government?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (e) No, Madam. Government has not appointed any core committee of Vice-Chancellors

to focus on Central Universities lagging behind in benchmarks in academic and research performance. Central Universities are autonomous bodies whose academic affairs are managed by their respective statutory authorities. University Grants Commission (UGC) provides necessary funds for bringing equity and improving quality of higher education and research in these universities.

Maharatna Status to CIL

1188. SHRI C.M. SIDDESHWARA: Will the Minister of COAL be pleased to state:

- (a) whether the Government proposes to confer Maharatna status on the Coal India Limited (CIL);
- (b) if so, the criterion for conferring the Maharatna status and the time by which it is likely to be conferred;
- (c) whether the move is likely to improve the financial performance of the company; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) to (d) Coal India Limited (CIL) has been conferred with the Maharatna status from 11.04.2011 taking into consideration its importance in country's economy and its achievements. As Maharatna Company, CIL has now been delegated with vast financial powers and greater autonomy in its functioning.

[Translation]

Separate Packages to Desert Regions

1189. SHRI HARISH CHAUDHARY: Will the PRIME MINISTER be pleased to state:

- (a) whether the Government proposes to provide any separate packages to desert regions in the country on the lines of North-Eastern States;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) No, Madam. There is no proposal under consideration of the Government to provide separate packages to desert regions in the country.

(b) Does not arise.

(c) The planning and development of an area is primarily the responsibility of the concerned State Government. The Central Government, on its part, supplements the efforts of the State Governments through various Special Area Programmes, Flagship Programmes and Centrally Sponsored Schemes. The specific scheme to remove the regional imbalance in development in the country is the Backward Regions Grant Fund (BRGF) which was launched in 2006-07 to fill the critical gaps in development in the identified backward districts. Currently, the BRGF has two components viz (i) District Component covering 250 districts in 27 States, and (ii) State Component which includes Special Plan for Bihar, Special Plan for the KBK Districts of Odisha, Special Plan for West Bengal, Bundelkhand Package and the Integrated Action Plan for 78 Selected Tribal and Backward Districts.

**Rehabilitation and Employment to
Displaced Families**

1190. SHRI MURARI LAL SINGH: Will the Minister of COAL be pleased to state:

(a) whether it is a fact that South-Eastern Coalfields Limited (SECL) is extracting coal from the areas of Sarguja division in Chhattisgarh;

(b) if so, the details thereof;

(c) whether the issues of rehabilitation and employment of land owners, local residents, tribes and others by the Government have not been addressed since 1990;

(d) if so, the details of the pending cases and the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) and (b) Yes, Madam. It is a fact that South Eastern Coalfields Limited (SECL) is extracting coal from the areas of Sarguja Division of Chhattisgarh. The details of which are given below:

Sl. No.	Name of Mine	Actual 2010-11 (MT)
1	2	3
1.	Rehar Underground (UG)	0.310
2.	Gyatri UG	0.2822

1	2	3
3.	Kumda New UG	0.3913
4.	Balrampur UG	0.4722
5.	Bisrampur Opencast (OC)	0.5285
6.	Amera OC	0.0781
7.	Aingaon OC	0.1180
8.	Bhatgaon UG	0.5358
9.	Mahamaya UG	0.3459
10.	Kalyani UG	0.0959
11.	Shivani UG	0.3387
12.	Nawapara UG	0.2356
13.	Dugga OC	0.6200
14.	Mahan OC	0.1002
15.	Mahan II OC	0.9779
16.	Jhilimili UG	0.4623
17.	Pandavpara UG	0.3668
18.	Katkona UG	0.3027
19.	Churcha UG RO	1.330
20.	Bartunga Hill UG	0.2393
21.	Kurasia UG	0.3090
22.	NCPH Old UG	0.2350
23.	NCPH New	0.4303
24.	North Chirimiri UG	0.2571
25.	Chirimiri OC	0.8076
26.	West JKD UG	0.2217
27.	West Chirimiri OC	0.0822
28.	Kurasia OC	0.9024
29.	Palkimara UG	0.0671
30.	B. Seam Colliery	0.0528
31.	Haldibari UG	0.0311

(c) No case of employment of land owners is pending in South Eastern Coalfields Limited (SECL) since 1990.

(d) and (e) Do not arise in view of the answer given in Part (c) of this question.

[English]

Regional Airlines

1191. SHRI R. THAMARAISELVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether despite the growth in civil aviation sector during the last several years, the industry has failed to reach the common man;

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

(c) whether the Government is considering to encourage setting up of regional airlines;

(d) if so, whether the Government also proposes to set up heliport in each district of the country; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Total flights/week on domestic network has been increased from 8724 in year 2006 to 12107 in year 2011. The number of airports operating Scheduled Air Services have increased from 50 in year 2000 to 82 in 2011. Total domestic passengers carried by all scheduled and non-scheduled operators have increased from 362.37 lakhs in 2006-07 to 606.63 lakhs in 2011 (upto January, 2011 to December, 2011). Over the last 7 years with reduction in airfares and introduction of new routes, air travel has become affordable for the common man. This fact is reflected by the growth in the air traffic witnessed in India during 2004-05 to 2010-11 which has grown at the rate of 16.5% with domestic traffic clocking a cumulative annual growth rate of 18.5% and international traffic at 14% in the said period.

Operations in domestic sector have been deregulated and flights are being operated by concerned airlines on the basis of commercial viability subject to adherence of Route Dispersal Guidelines. Government has laid down Route Dispersal Guidelines with a view to achieving better regulation of air transport services taking into account the need for air transport services of different regions of the country including North-East region. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability while complying with Route Dispersal Guidelines.

(c) Government has already introduced a category of Regional Airlines. A Civil Aviation Requirements Section

3, Series 'C', Part VIII has already been issued by the Directorate General of Civil Aviation (DGCA) in this regard, which is available on the website of DGCA. M/s. Freedom Aviation, M/s. Indus Airways, M/s. Religare Aviation, M/s. Air Pegasus, M/s. ABC Training & Aviation Pvt. Ltd., M/s. LEPL Projects Ltd., M/s. Deccan Charters Ltd. and M/s. Karina Airlines International Ltd. have been granted initial No Objection Certificate to operate Scheduled Air Transport Regional Services in different regions of the country.

(d) and (e) There is no such proposal at present.

[Translation]

Violation of Rules

1192. SHRI ASHOK ARGAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether a consultant has been appointed in Directorate General of Civil Aviation (DGCA);

(b) if so, whether cases of violation of rules by the Consultant have come to the notice of the Government;

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

(d) the action Government proposes to take against the guilty and to avoid such situations in future?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes, Madam.

(b) No, Madam.

(c) and (d) Do not arise in view of the answer given on part (b).

National Mathematical Year

1193. SHRI DILIPKUMAR MANSUKHLAL GANDHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether India is celebrating 2012 as National Mathematical Year;

(b) if so, whether students are being imparted special training (SAN) of Maths in the whole country; and

(c) if so, the details of this scheme and the likely expenses to be incurred on this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) The Department of Atomic Energy

has informed that Government of India have resolved to celebrate 22nd December the birth day of late Srinivasa Ramanujan as the National Mathematical day every year.

(b) and (c) No, Madam. However, NCERT have planned to conduct various activities namely two national meets on Mathematics, games, puzzles, Open ended situational problems and use of ICT in popularizing Mathematics with the involvement of students, teachers and community.

[English]

Disabled Children under RTE Act

1194. SHRI JOSE K. MANI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there has been instances of children above 14 years and with disability not being granted admission in schools or being kept waiting due to confusion between Right to Education Act, 2009 which provides for compulsory education for children upto the age of 14 years and The Persons with Disabilities (Equal opportunities, protection of rights and full participation) Act, 1995 which says every child with a disability has the right to free education till the age of 18 years; and

(b) if so, the details thereof and the steps taken to correct the situation?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Under the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) (PWD) Act, 1995, children with disabilities have the right to free education till the age of 18 years. The Right of Children to Free and Compulsory Education (RTE) Act, 2009 also provides that a child with disability, as defined in clause (i) of section 2 of the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 shall have the right to pursue free and compulsory elementary education in accordance with the provisions of Chapter V of the PWD Act, including the right to free education till the age of 18 years. Accordingly, a child with disability has the same right to free and compulsory elementary education under both the legislations.

Expansion of Postal and Telecom Circles

1195. DR. KRUPARANI KILLI: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has any proposal for the expansion and modernization of postal and telecom circles in the country;

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

(c) the funds likely to be earmarked for this purpose, State-wise; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI SACHIN PILOT): (a) There is no proposal for expansion of Postal Circles. However, modernization of Post Offices in all Postal Circles is underway.

(i) The Government has initiated a project called "Project Arrow" for modernization of Postal Circles across the country. The project envisages upgradation of post offices in urban and rural areas both in terms of upgrading and enhancing the quality of service in 'core areas' and improving their 'look and feel'. The project aims at creating a conducive and friendly work environment both for the staff and the customers visiting the Post Offices, providing connectivity, and improving the service quality levels in the core business areas.

(ii) The Government has also approved a proposal for IT modernization of all Post Offices of Department of Posts.

(b) During 2011-12, for computerization of Post Offices, an amount of Rs.90.39 crores approximately was spent. Circle wise details are given in the enclosed Statement. For Project Arrow, during 2012-13, an outlay of Rs. 84.00 crores has been earmarked to cover 500 post offices throughout the country.

(c) and (d) The Government has approved the Modernization Project for a total plan out lay of Rs. 1877.2 crores. The Modernization Project of the Department of Posts includes computerization of all the non-computerised Post Offices in the country including supply of Rural ICT Hardware devices and peripherals in the Branch Post Offices in the Rural Areas, development of scalable, integrated and modular software covering all the operations of Department of Posts and establishment of required IT infrastructure. The implementation of this Project has been proposed through eight RFPs. The functional RFPs are at various stages of finalization. The rollout of the Project is expected to be completed by 2014. Thereafter, Circle-wise

allocation will be made.

As regards Telecom Circles, the information is being collected and will be presented immediately on being made available by Department of Telecommunications.

Statement

Expenditure incurred during 2011-12 for supply of hardware and funds allotment to circles

Sl. No.	Name of Circle	Grand Total (in Rs thousands)
1.	Andhra Pradesh	124496
2.	Assam	83
3.	Bihar	39557
4.	Chhattisgarh	14533
5.	Delhi	8657
6.	Gujarat	37555
7.	Haryana	16235
8.	Himachal Pradesh	15456
9.	Jammu and Kashmir	11275
10.	Jharkhand	18998
11.	Karnataka	66489
12.	Kerala	36681
13.	Madhya Pradesh	45016
14.	Maharashtra	77232
15.	North East	7467,
16.	Odisha	56368
17.	Punjab	20714
18.	Rajasthan	64621
19.	Tamil Nadu	89039
20.	Uttar Pradesh	89106
21.	Uttarakhand	13534
22.	West Bangal	50768
	Total	903880

Pension to BSNL Employees

1196. DR. ARVIND KUMAR SHARMA: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Department of Telecommunications (DoT) has issued orders for revision of pension in respect of absorbed employees in BSNL and those retired prior to 01 January, 2007;

(b) if so, the details thereof;

(c) the action taken by the Government for timely completion of the process of disbursement; and

(d) the time by which the pension issue is likely to be resolved?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) and (b) Yes, Madam. Order for revision of pension in respect of BSNL IDA pensioners who retired during the period from 1.10.2000 to 31.12.2006, has been issued vide Office Memorandum No. 40-17/2008-Pen (T)-Vol. III dated 15th March, 2011.

(c) and (d) Suitable guidelines to the concerned authority for timely completion of the process of disbursement of the revised pension have been mentioned in the aforesaid O.M. With the issue of order dated 15/3/2011, the issue of revision of pension in respect of absorbed employees in BSNL stand resolved.

[Translation]

Status of Central University

1197. SHRI MADHUSUDAN YADAV: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government has decided to convert certain State Universities into Central Universities;

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

(c) the number of the proposals received from the various State Governments including Chhattisgarh in this regard;

(d) the final decision of the Union Government thereon; and

(e) the deference between a University having status of Central University and a University set up by the

State Government?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Sixteen Central Universities were set up in the unserved states, during the XI Plan. The proposal included conversion of four State Universities in the States of Chhattisgarh, Goa, Madhya Pradesh and Uttarakhand. Subsequently, on a specific request of the State Government of Goa, conversion of Goa University was dropped and the State Universities of Guru Ghasidas University, Bilaspur (Chhattisgarh), Dr. Harisingh Gaur University, Sagar (Madhya Pradesh) and HNB University, Srinagar Garhwal (Uttarakhand) were converted into Central Universities. The Government does not propose to convert any more State Universities into Central

Universities.

(c) and (d) Seven proposals from various State Governments were received from time to time for conversion of certain State Universities to Central Universities including one from Chhattisgarh. Details of the proposals and their status are given in the enclosed Statement.

(e) State Universities are established and incorporated under an enactment of State Legislature and Central Universities are incorporated under an Act of Parliament. The 16 new Central Universities set up under the Central University Act, 2009 are unitary teaching universities and do not have powers of affiliation whereas the State Universities can grant affiliation to Colleges within their territorial jurisdiction.

Statement

Sl. No.	Name of the State	Name of University	Status
1.	Chhattisgarh	Guru Ghasidas University, Bilaspur (Chhattisgarh)	The University has been granted Central University Status.
2.	Haryana	Maharishi Dayanand University, Rohtak (Haryana)	The proposal of the State Government has not been agreed to.
3.	Jammu and Kashmir	University of Jammu (Jammu and Kashmir)	The proposal of the State Government has not been agreed to.
4.	Madhya Pradesh	Dr. Harisingh Gaur University, Sagar (Madhya Pradesh)	The University has been granted Central University Status.
5.	Maharashtra	Sant Gadge Baba Amravati University, Amravati (Maharashtra),	The proposal of the State Government is being examined.
6.	Uttarakhand	(i) Kumaon University Nanital (Uttarakhand)	The proposal of the State Government has not been agreed to
		(ii) HNB University, Srinagar Garhwal (Uttarakhand).	The University has been granted Central University Status.

Connectivity Projects in Rural Areas

1198. SHRI HARISHCHANDRA CHAVAN: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has formulated any scheme focusing projects with regard to providing basic facilities and developing connectivity particularly in the rural and backward areas in the country;

(b) if so, the details thereof;

(c) whether the Government has recently given approval to many basic facility based projects in this regard;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) to (e) With a focus on providing basic facilities and developing connectivity in rural and backward areas of the country, the Government has formulated an important road connectivity scheme, the Pradhan Mantri Gram Sadak Yojana (PMGSY) as a 100% centrally sponsored scheme. The Programme seeks to provide connectivity to all unconnected habitations in the rural areas with a population of more than 500 persons through all-weather roads. In respect of Hill States (North-East, Sikkim, Himachal Pradesh, Jammu and Kashmir, Uttarakhand), Tribal (Schedule-V) areas and the Desert (as identified in Desert Development Programme) areas, the objective is to connect habitations with a population of 250 persons and above. Recently, the Programme Guidelines have been relaxed to extend the coverage under Programme to habitations having population of 250 persons and above in Left Wing Extremism (LWE) affected districts identified by Ministry of Home Affairs.

Since the integration of PMGSY with Bharat Nirman

with effect from 2005-06 the total length of new roads constructed up to September, 2011 has been 1,31,412 kms which is 90% of the target for the corresponding period. State-wise details are given in the enclosed Statement-I. During the same period number of habitations covered with new connectivity is 41,179 which 75% of the target during the same period. State-wise details are given in the enclosed Statement-II. In the State of Jammu and Kashmir 2243.10 kms connecting 672 habitations was achieved. In some of the north-eastern States the achievements were - Manipur - 1,339 kms and 135 habitations, Meghalaya - 295.36 kms and 40 habitations, Mizoram - 1162 kms and 102 habitations. In Uttarakhand achievement was 3160 kms and 388 habitations.

Schemes under Communication and Information Technology Sector

Apart from roads in the rural and backward areas, Government has formulated the following programmes under the Communication and Information Technology sector for improving connectivity to the villages:

- (i) Rural Telephony component of Bharat Nirman Programme Phase I
- (ii) Rural Telephony component of Bharat Nirman Programme Phase II
- (iii) Scheme for creation of National Optical Fiber Network for Broadband connectivity of Panchayats
- (iv) Common Service Center (CSC)

Under Scheme No.(i) the total of 62302 revenue villages where there was no telephone connectivity were undertaken to provide village public telephones. Upto August, 2011, 62030 villages have been covered. Under Scheme No.(ii) out of the total 247864 village panchayats, 138434 village panchayats have been provided with the broadband facility. The Government has approved the Common Service Center (CSC) for providing support for establishing 1.00 lakh CSCs in 6 lakh villages in India. As on December, 2011, 97871 CSCs have been rolled out.

Statement-I*Progress of Bharat Nirman (Rural Roads component)**New Connectivity, Length in km.*

(Fig. upto Sep'11)

State	Target (2005-12)	2005-06		2006-07		2007-08		2008-09	
		T	A	T	A	T	A	T	A
1	2	3	4	5	6	7	8	9	10
Andhra Pradesh	0	0	514.00	0.00	476.58	0.00	40.55	10	0.00
Arunachal Pradesh	2118.75	162.5	86.90	637.50	128.17	646.88	213.61	290	112.59
Assam	13153.22	605.9	487.70	2864.06	1552.51	3889.85	1141.00	2700	1985.11
Bihar	18946.31	1665.8	594.50	3928.75	240.74	6121.43	235.70	4000	1458.93
Chhattisgarh	20574.80	1501.4	1986.40	4367.61	2645.37	6450.64	2562.33	4100	2299.24
Goa **	0.00	0	1.80	0.00	0.00	0.00	0.00	0	0.00
Gujarat	1710.03	403	619.60	429.72	473.41	438.68	449.86	300	483.98
Haryana	0.00	0	42.80	0.00	0	0.00	0.00	0	0.00
Himachal Pradesh	2378.13	464.6	1361.70	795.83	797.87	638.54	717.42	1260	692.81
Jammu and Kashmir	4416.43	170	20.80	1059.49	48.59	1781.87	132.08	1300	450.70
Jharkhand	7777.78	1051.8	491.60	2594.39	308.37	1812.30	273.55	1200	996.75
Karnataka	0.00	0	59.60	0.00	11.9	0.00	0.00	20	0.00
Kerala	0.00	0	46.50	0.00	41.41	0.00	37.30	80	1.95
Madhya Pradesh	27561.61	2602.1	2759.30	6162.45	3788.51	8326.85	5231.80	6250	7893.72
Maharashtra	0.00	0	264.60	0.00	450.00	0.00	29.00	200	205.00
Manipur	1744.05	100	111.00	460.71	146.611	464.29	224.97	900	67.23

1	2	3	4	5	6	7	8	9	10
Meghalaya	543.88	123.6	75.10	135.97	24.50	140.09	27.17	150	24.80
Mizoram	941.95	82.7	174.40	274.82	146.38	277.88	141.17	280	192.03
Nagaland	421.84	93.3	317.30	104.53	22.00	109.51	156.00	130	73.30
Odisha	9993.35	1056	1359.30	1985.61	1601.93	2524.02	1398.04	5200	2064.18
Punjab	0.00	0	96.90	0.00	81.07	0.00	0.00	0	0.00
Rajasthan	11460.85	2153.6	2401.90	3629.52	3939.93	3554.22	3671.93	1700	312.41
Sikkim	419.17	75	165.80	104.04	324.11	108.04	135.00	280	156.02
Tamil Nadu	0.00	0	501.00	0.00	0.00	0.00	0.00	70	109.49
Tripura	1158.88	94.8	3.60	261.74	175.60	354.70	59.51	750	361.28
Uttar Pradesh	7794.96	1966.4	2202.80	2390.63	2383.26	2059.21	2657.01	1400	1552.73
Uttarakhand	2848.56	380.6	87.40	422.01	105.89	1025.64	799.45	650	645.60
West Bengal	10220.81	739.4	1220.00	2572.77	1508.14	3265.31	1567.31	2000	1886.51
Total	146185.34	15492.40	18054.30	35182.15	21422.85	43989.93	21901.76	35220	24026.36

State	2009-10		2010-11		2011-12		Cumulative ach.*	Cumulative ach. in %
	T	A	T	A	T	A		
1	11	12	13	14	15		16	17
Andhra Pradesh	110	159.16	750	816.73	169.49		2176.51	NR
Arunachal Pradesh	250	110.84	100	28.05	10.93		691.09	33%
Assam	2280	2082.42	1750	2057.10	805.03		10110.87	77%
Bihar	3650	2090.87	3381	2324.39	1222.42		8167.55	43%
Chhattisgarh	2200	1687.39	350	312.84	143.85		11637.42	57%
Goa **	0	0.00	0	0.00	0.00		1.80	NR
Gujarat	570	497.62	300	356.75	232.35		3113.57	182%
Haryana	0	2.00	0	0.00	0.00		44.80	NR
Himachal Pradesh	700	113.68	200	110.66	18.12		3812.25	160%
Jammu and Kashmir	400	645.60	200	374.44	570.89		2243.10	51%
Jharkhand	500	1506.78	1300	1598.80	520.92		5696.77	73%
Karnataka	0	0.00	0	0.00	0.00		71.50	NR
Kerala	100	15.00	4	17.64	9.05		168.85	NR
Madhya Pradesh	4000	4514.72	1200	4922.20	630.68		29740.93	108%
Maharashtra	500	229.35	30	190.09	42.05		1410.09	NR
Manipur	200	454.52	175	262.97	72.65		-1339.95	77%
Meghalaya	50	69.04	50	62.11	12.64		295.36	54%
Mizoram	200	202.71	85	251.04	53.46		1161.19	123%
Nagaland	150	141.66	20	35.00	9.69		754.95	179%

1	11	12	13	14	15	16	17
Odisha	2530	2800.62	2000	3158.48	705.83	13088.38	131%
Punjab	0	0.00	0	0.00	0.00	177.97	NR
Rajasthan	1700	50.26	90	18.86	2.90	10398.19	91%
Sikkim	300	44.00	30	14.00	1.00	839.93	200%
Tamil Nadu	170	34.86	5	63.41	23.98	732.74	NR
Tripura	450	501.51	200	427.01	20.52	1549.04	134%
Uttar Pradesh	1050	590.66	150	136.84	14.22	9537.52	122%
Uttarakhand	600	764.49	250	551.88	205.87	3160.58	111%
West Bangal	1340	1442.13	1700	1299.86	365.68	9289.63	91%
Total	24000	20751.88	14320	19391.15	5864.22	131412.52	90%

* Cumulative achievement is the achievement up to Sep '11 against the overall target for 2005-12.

** No Report after March 09.

Statement-II*Progress of Bharat Nirman (Rural Roads component)**New Connectivity, Habitations*

(Fig. upto Sep'11)

Sl. No.	State	Target (2005-12)	2005-06		2006-07		2007-08		2008-09		2009-10		2010-11		2011-12		Cum- achieve- ment *	Cum- achieve- ment in%
			T	A	T	A	T	A	T	A	T	A	T	A	T	A		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1.	Andhra Pradesh \$	236	0	11	0	4	0	0	2	0	190	59	100	115		4	193	82%
2.	Arunachal Pradesh	103	22	0	65	3	67	19	25	19	30	12	10	15		11	79	77%
3.	Assam ~~	4445	421	346	1988	804	2701	656	1800	1210	1350	705	250	584		168	4473	101%
4.	Bihar \$ ~	9956	896	0	2062	1183	3214	174	1120	842	4500	746	780	1075		555	4575	46%
5.	Chhattisgarh##	3831	478	397	1310	604	2007	648	2000	523	840	627	100	128		66	2993	78%
6.	Goa **	2	0	2	0	0	0	0	0	0	0	0	0	0		0	2	100%
7.	Gujarat	1332	230	212	246	264	251	249	180	222	175	144	50	119		44	1254	94%
8.	Haryana	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0%
9.	Himachal Pradesh	922	127	98	209	145	166	168	260	172	250	5	50	44		12	644	70%
10.	Jammu and Kashmir \$	1468	57	3	352	16	593	41	175	187	350	297	50	81		47	672	46%
11.	Jharkhand ##	2991	526	101	1295	108	901	97	400	363	1100	305	300	327		114	1415	47%
12.	Karnataka	17	0	1	0	4	0	2	10	10	0	0	0	0		0	17	100%

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
13. Kerala \$		73	0	6	0	19	0	12	25	13	15	15	6	5		0	70	96%
14. Madhya Pradesh\$		6790	768	929	1760	1345	2399	1916	2300	2361	504	566	300	487		46	6518	96%
15. Maharashtra \$		295	0	46	0	135	0	10	82	60	40	25	10	0		5	281	95%
16. Manipur		291	11	37	48	0	48	0	45	41	45	15	25	27		15	135	46%
17. Meghalaya ##		128	35	5	30	4	31	6	10	7	10	5	10	8		5	40	31%
18. Mizoram ##		130	12	7	39	1	39	11	10	6	40	14	15	63		0	102	78%
19. Nagaland ##		37	9	7	10	0	10	5	5	3	12	9	5	4		3	31	84%
20. Odisha		5672	493	361	874	322	1087	321	1450	2205	1500	644	400	652		48	4553	80%
21. Punjab		50	0	7	0	43	0	0	0	0	0	0	0	0		0	50	100%
22. Rajasthan		3009	743	753	1252	1222	1225	889	145	90	40	12	12	5		2	2973	99%
23. Sikkim		154	22	35	30	18	31	7	60	16	55	17	15	13		8	114	74%
24. Tamil Nadu		83	0	46	0	0	0	3	25	30	2	0	2	2		1	82	99%
25. Tripura \$		810	66	12	183	53	248	52	200	164	280	164	60	106		5	556	69%
26. Uttar Pradesh		4097	1236	944	1533	979	1323	1023	600	787	320	257	60	67		5	4062	99%
27. Uttarakhand		772	95	16	106	15	257	46	125	115	80	104	40	77		15	388	50%
28. West Bengal \$		6954	787	720	2738	960	3473	685	1600	1314	1272	557	350	623		48	4907	71%
Total		54648	7034	5102	16130	8251	20071	7040	12654	10760	13000	4172	13000	4627		1227	41179	75%

Note: T = Target; and A = Achievement

* Cumulative achievement is the achievement up to Sep'11l against the overall target for 2005-12.

**No Report after Mar 09.

~ DPRs cleared =11830 in Bihar restricted to Targetted figures pending core network verification

~~ As per State Net DPRs & DPRs cleared=5940.

\$ Figures to be reconciled by the states.

Figures after latest reconciliations by the States.

*[English]***Medical College in Central University**

1199. SHRI JAYARAM PANGI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government has received any proposal from the Central University, Odisha to set up a medical college there in a bid to provide better medical facilities and educate local people;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (c) The Central University of Odisha has submitted a proposal for opening up of a Medical College in Koraput. However, since the XI Plan Scheme for establishment of new Central Universities does not include establishment of any Medical and Engineering College, it has not been possible to consider the proposal favourably.

Posts Reserved for SCs and STs

1200. SHRIMATI J. SHANTHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of posts reserved for Scheduled Castes (SCs) and Scheduled Tribes (STs) out of the total number of posts, cadre-wise sanctioned in all the institutions under the Ministry including Air India;

(b) whether the number of reserved posts has been determined according to backlog rules out of the total posts;

(c) if so, the details thereof;

(d) the reasons for remaining the backlog posts of SCs and STs vacant; and

(e) the steps/action taken by the Government to fill the backlog vacancies especially of SCs and STs so far?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) to (e) Information is being collected and will be furnished shortly.

Outstanding Dues Against Subscribers

1201. SHRI E.G. SUGAVANAM: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the losses of BSNL and MTNL are mounting and they have to recover a huge outstanding dues from the subscribers;

(b) if so, the details of dues to be recovered from the customers and the amount so far realized from the declared defaulters, during the last three years and the current year, company-wise;

(c) the steps taken by the Government to recover the balance outstanding from the subscribers; and

(d) the success achieved in this regard so far?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) and (b) Yes Madam, Bharat Sanchar Nigam Limited (BSNL) and Mahanagar Telephone Nigam Limited (MTNL) have suffered losses for the last two years. The details of outstandings from the customers and the amount so far realised out of outstanding dues, during the last three years and current year are as follows:

Outstanding arrears (in Rs. crores)

Company	As on 31.3.2009	As on 31.3.2010	As on 31.3.2011	As on 30.11.2011
BSNL	4636	4749	5341	5321
MTNL	1174	1120	1103	1088*

* Upto 29.2.2012

**Amounts recovered against Outstanding dues
(in Rs. crores)**

Company	2008-09	2009-10	2010-11	2011-12 (upto 30.11.2011)
BSNL	1660	1065	804	988
MTNL	15	54	16	16

(c) and (d) Steps taken by BSNL and MTNL- to recover the outstanding from the subscribers are as follows:

- Payment reminders through Interactive Voice Response System (IVRS) and Short Message

Service (SMS) are being issued to persuade the customers to make payment before disconnection of their telephones.

- Graded discount scheme regarding grant of discount to defaulting customers, for clearance of old outstanding dues was introduced.
- Incentive scheme to employees of BSNL for recovery of outstanding arrears from defaulters has also been put in place.
- The progress in regard to liquidation of outstanding dues is closely monitored and units are addressed periodically.
- BSNL Circles have also been asked to utilize the services of State Government Departments in recovery of outstanding dues.
- Procedure for settlement of defaulter cases through Lok Adalat has been introduced for recovery of outstanding telephone dues in respect of permanently closed connections.

As a result of the steps taken by BSNL and MTNL for recovery of outstanding dues, they have been able to recover a part of outstanding dues in the last years.

Exploration of Coal

1202. SHRI P. KUMAR: Will the Minister of COAL be pleased to state:

(a) whether the Government proposes to undertake survey in many parts of the country to discover coal deposits;

(b) if so, the details thereof;

(c) whether there are huge deposits of coal that are yet to be discovered;

(d) if so, the details thereof;

(e) whether Coal India Limited (CIL) proposes to spend more funds on research & development in this regard; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) to (d) Yes, Madam. Coal exploration is a continuous process. Coal deposits of the country are being explored by Govt. agencies i.e. Geological Survey of India (GSI), Central Mine Planning

and Design Institute Ltd. (CMPDI), Mineral Exploration Corporation Ltd.(MECL) and some State Govts, as part of the Regional and Detailed Exploration activities. Exploration has already been carried out over an area of about 14000 Sq. Km till the end of XI Plan and a coal resource of about 286 billion tonnes were established. During XII Plan, it is proposed to cover an additional area of about 4000 Sq.Km to add about 22 billion tonnes of coal resources.

(e) and (f) Exploration Department of CMPDI has taken two Research and Development (R and D) Projects and is contemplating to take one R&D Project involving 3 D seismic survey as per the details given below:

(1) R and D Projects undertaken by Exploration Department:

(i) Project titled "Effective utilization of Low Rank and High Volatile High Rank Coking Coals for Blast Furnace". The Project is under implementation and likely to be completed in 2012-13. The estimated cost of the Project is Rs. 2.65 crores.

(ii) Project titled "Analysis of in-situ stress for Coal Bed Methane exploration in Jharia coalfield". The Project is under implementation and likely to be completed in 2012-13. The estimated cost of the Project is Rs. 1.68 crores.

(2) R and D Projects being contemplated by Exploration Department is follows:

Application of 3-D Seismic Survey in coal exploration:

The expertise of 3-D seismic survey is not available with Exploration Department. Department is exploring possibility of locating an experienced partner to demonstrate the technique of 3-D Seismic Survey, train CMPDI geophysicists and help in selection of equipment. The estimate is tentatively worked out as Rs. 70 crores and is to be finalized after identification of the partner.

Shortage of Teachers in KVs

1203. SHRI P.K. BIJU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is shortage of teachers of various subjects in Kendriya Vidyalaya (KVs) which is adversely affecting the studies of the students;

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

(c) the number and location of such Kendriya Vidyalayas in the country, State-wise; and

(d) the corrective steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (b) As on 01.03.2012, out of 40,800 sanctioned posts, 5609 posts of teachers are lying vacant in Kendriya Vidyalayas all over the country.

However, recruitment to fill up the vacant post of teachers is a continuous process. There is also a provision to appoint teachers on contractual basis against such vacancies.

(c) The State-wise details of vacant posts of teachers are given in the enclosed Statement.

(d) The recruitment process for various posts of teachers in Kendriya Vidyalaya Sangathan is at an

advanced stage of completion.

Statement

State-wise and Subject wise Vacant Post of PGT as on 01.03.2012

Sl. No.	Name of State	Post Graduate Teacher (PGT) 156											Total		
		Subject													
		Eng	Hindi	Geog	Hist	Comm	Eco	Chem	Phy	Bio	Maths	Comp.		Bio. Tech	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
1.	Aandaman and Nicobar Islands	0	0	0	0	0	0	1	0	0	0	0	0	0	1
2.	Andhra Pradesh	3	5	2	0	2	4	7	1	2	3	5	0	34	
3.	Arunachal Pradesh	0	0	0	0	0	1	0	0	3	0	2	1	7	
4.	Assam	6	3	1	1	2	0	3	0	1	3	1	0	21	
5.	Bihar	5	4	1	1	2	5	11	3	5	8	3	0	48	
6.	Chhatisgarh	2	1	2	1	2	4	6	4	4	9	0	0	35	
7.	Delhi	4	0	1	3	0	10	0	3	0	11	0	0	32	
8.	Goa	0	2	0	1	0	2	0	3	2	4	0	0	14	
9.	Gujrat	11	4	2	2	1	7	11	6	12	14	2	0	72	
10.	Himachal Pradesh	3	0	1	2	1	3	0	1	0	6	1	0	18	
11.	Haryana	2	1	2	1	0	5	1	3	4	7	0	0	26	
12.	Jammu and Kashmir	9	6	4	5	0	6	11	5	2	1	2	0	51	
13.	Jharkhand	6	1	2	2	0	0	1	7	0	7	1	0	27	
14.	Karnataka	6	3	1	1	1	5	14	5	3	3	1	0	43	
15.	Kerala	0	4	1	1	3	4	0	4	1	0	0	0	18	
16.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	1	1	
17.	Maharashtra	8	7	10	10	1	12	17	17	4	15	1	0	102	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
18. Manipur		1	1	2	1	0	0	1	1	1	0	1	0	9
19. Meghalaya		0	1	2	3	0	3	0	0	2	0	2	0	13
20. Mizoram		1	0	0	0	0	0	0	0	0	0	1	0	2
21. Madhya Pradesh		30	7	2	2	3	23	13	18	12	29	1	0	140
22. Nagaland		1	0	0	1	1	0	1	2	0	0	1	0	7
23. Odisha		4	12	1	0	2	2	13	10	5	5	0	0	54
24. Puducherry		0	0	0	0	0	0	1	0	0	0	1	0	2
25. Punjab		4	4	5	3	1	7	5	11	9	7	1	0	57
26. Rajasthan		14	2	3	3	3	12	2	2	6	9	0	0	56
27. Sikkim		0	0	0	0	0	0	0	0	0	0	1	0	1
28. Tamil Nadu		1	9	0	0	0	2	5	2	0	1	4	0	24
29. Tripura		3	1	1	0	0	0	1	2	3	0	0	0	11
30. Chandigarh		1	1	0	0	0	0	1	0	0	1	0	0	4
31. Uttrakhand		7	6	4	1	0	7	7	4	4	5	0	0	45
32. Uttar Pradesh		13	1	5	1	2	10	8	12	6	12	0	0	70
33. Diu		0	0	0	0	0	0	0	0	0	0	0	0	0
34. Dadra Nagar Haveli		1	0	1	1	0	1	0	0	0	0	1	0	5
35. West Bengal		17	4	8	6	1	10	11	12	4	16	1	0	90
Total		163	90	64	53	28	145	152	138	95	176	34	2	1140

State-wise & Subject-Wise Vacant Post of TGT/PRT/HM/MSc as on 01.03.2012

Name of State	Trained Graduate Teacher (TGT)						TGT (Misc)				PRT	PRT	HM	Total	
	Subject						PET	Lib	Art	Yoga					Music
	Eng	Hindi	Bio	SST	Sk	Maths									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
Aandaman and Nicobar Islands	5	1	0	2	1	0	1	0	2	1	1	4	2	20	
Andhra Pradesh	33	34	18	10	25	17	5	10	13	5	2	101	4	277	
Arunachal Pradesh	6	1	2	1	1	3	1	2	3	0	3	41	2	66	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Assam	3	0	3	0	2	3	2	1	5	0	2	49	5	75
Bihar	17	10	14	5	5	13	10	3	23	2	2	73	13	190
Chhattisgarh	34	11	11	5	7	21	4	4	8	1	3	45	4	158
Delhi	12	9	2	7	0	10	3	1	13	0	0	6	8	71
Goa	3	5	4	4	3	6	3	1	7	0	0	23	1	60
Gujarat	9	14	6	17	9	19	11	5	23	2	0	15	7	137
Himachal Pradesh	4	2	1	0	3	1	1	1	5	0	1	23	4	46
Haryana	5	5	7	2	0	10	2	0	4	0	0	12	5	52
Jammu and Kashmir	22	6	13	19	10	13	9	10	18	2	7	44	10	183
Jharkhand	9	6	6	5	3	14	6	3	24	0	2	55	4	137
Karnataka	24	29	21	21	14	24	6	5	11	0	0	144	10	309
Kerala	6	17	8	26	15	14	4	10	23	2	4	105	9	243
Lakshadweep	0	0	1	0	0	0	0	0	1	0	0	4	0	6
Maharashtra	19	40	20	21	18	37	7	10	20	7	1	68	5	273
Manipur	4	2	3	0	0	1	0	1	4	0	2	23	1	41
Meghalaya	2	1	3	2	0	2	0	1	0	0	0	13	1	25
Mizoram	3	0	0	0	2	1	2	0	0	0	0	12	1	21
Madhya Pradesh	57	25	19	27	21	51	15	10	35	5	4	72	31	372
Nagaland	0	0	1	0	1	1	3	2	1	0	1	13	1	24
Odisha	35	19	10	18	21	29	8	16	17	3	3	59	6	244
Puducherry	1	1	2	8	4	3	1	2	1	0	1	10	0	34
Punjab	25	14	5	13	12	10	11	2	9	2	0	55	7	165
Rajasthan	19	3	1	2	5	18	3	5	14	1	4	69	12	156
Sikkim	0	1	0	0	0	1	0	0	1	0	0	0	0	3
Tamil Nadu	12	43	14	34	30	21	3	5	18	6	5	139	11	341
Tripura	3	1	0	0	1	2	0	4	0	0	0	25	2	38
Chandigarh	0	1	1	2	1	0	0	0	1	0	0	1	0	7

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Uttrakhand	9	5	5	3	7	11	7	13	13	2	3	34	8	120
Uttar Pradesh	16	7	7	10	3	35	7	1	22	5	0	78	9	200
Diu	0	0	0	0	0	0	1	0	0	0	0	1	0	2
Dadar and Nagar Haveli	0	2	0	0	0	0	0	1	1	0	0	1	1	6
West Bengal	39	31	21	15	13	43	11	0	15	0	6	168	5	367
Total	436	346	229	279	237	434	147	129	355	46	57	1585	189	4469

Grading and Accreditation of Schools

1204. SHRI KULDEEP BISHNOI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has formulated a system of grading and accreditation of schools on the basis of their quality;

(b) if so, the salient features thereof; and

(c) the steps taken by the Government for universalisation and revamp of secondary education in the country as per global parameters?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Central Board of Secondary Education (CBSE) has decided the following parameters for accreditation of its affiliated schools on pilot basis:

- (i) Academic Processes and outcomes,
- (ii) Co-scholastic Processes and Outcomes,
- (iii) Infrastructure-adequacy functionality and aesthetics,
- (iv) Human Resources,
- (v) Management and Administration,
- (vi) Leadership,
- (vii) Beneficiary Satisfaction.

However, CBSE has no proposal for grading of schools affiliated to it.

(c) Ministry of Human Resource Development has

launched a centrally sponsored scheme "Rashtriya Madhyamik Shiksha Abhiyan" (RMSA) in March, 2009 to universalise access and improve the quality of secondary education in the country.

Deviation from Plan Expenditure

1205. SHRI SOMEN MITRA: Will the PRIME MINISTER be pleased to state:

(a) whether the financial pattern of plan expenditure in the plan period deviated from the originally visualized in Eleventh Five Year plan;

(b) if so, the details thereof;

(c) the percentage increase in borrowing; and

(d) the reasons for deviation in the financial pattern envisaged in the Eleventh Five Year plan?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) and (b) The financing of Plan expenditure in the Eleventh Five Year plan departs significantly from the pattern originally envisaged. The details of the financing pattern projected for the Eleventh Five Year Plan and realizations (including 2011-12 RE) are given below:

*Financing Pattern of the Eleventh Plan — Projected
and Realized at 2006-07 prices*

(Rs. in crore)

Sl. No.	Sources of Funding	Projection	Realization	% variation
1.	Balance from Current Revenues	653989	-137029	-120.95
2.	Borrowings including net MCR	767722	1405348	83.05
3.	Gross Budgetary Support to Plan (1+2)	1421711	1268319	-10.79
4.	Central assistance to States & UTs	324851	338863	4.31
5.	Total GBS for Central Plan (3-4)	1096860	929456	-15.26
6.	Resources of PSEs including borrowed resource	1059711	751183	-29.11
7.	Total Resources for Central Plan (5+6)	2156571	1680639	-22.07

(c) The borrowings have increased by 83.05% as compared to the projections.

(d) The Balance from Current Revenues (BCR) was adversely affected due to two reasons. The global economic crisis required stimulus measures in the form of reduction in tax rates and other concessions. The non-plan expenditure was higher than anticipated due to sixth pay commission increase in salary and increase in subsidies. This led to higher borrowings to meet the plan expenditure.

[Translation]

**Road Construction under Bharat
Nirman Yojana**

1206. SHRI RAM SINGH KASWAN: Will the PRIME MINISTER be pleased to state:

(a) the details and kilometer-wise length of all roads constructed under Bharat Nirman Yojana in Rajasthan;

(b) the funds allocated and spent for the said roads construction under the said Yojana during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) Road length of 2973 km has been constructed in the State of Rajasthan under Bharat Nirman (Rural Roads) till end of September, 2011.

(b) Details of funds allocated and spent are as follows:

(Rs. in crore)

Year	Allocation	Releases	Expenditure
2009-10	200.70	603.41	795.03
2010-11	82.45	886.22	686.39
2011-12 (upto end of Sept. 11)	104.90	282.76	172.13
Total	388.05	1772.39	1653.55

*[English]***Vienna Convention for Diplomats**

1207. SHRI ASADUDDIN OWASI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the norms fixed under Vienna Convention Treaty to treat diplomats of other countries in any particular country;

(b) whether there is increasing trend of harassment of Indian diplomats and officials in European countries as well as China;

(c) if so, the number of such cases came to the notice of the Government during the last three years;

(d) the number of cases in which India has protested against such harassment and the action taken by those countries; and

(e) the steps taken or being taken by the Government to ensure that Indian diplomats and officials are not harassed on flimsy grounds?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) The Vienna Convention on Diplomatic Relations, 1961 provides that the person of a Diplomatic Agent shall be inviolable. He shall not be liable to any form of arrest or detention. The Convention further provides that the receiving State shall treat a Diplomatic Agent with due respect and shall take all appropriate steps to prevent any attack on his person, freedom or dignity. Various other privileges and immunities of Diplomatic Agents are also detailed in this Convention.

(b) No.

(c) and (d) During the last three years, only two such cases involving Indian diplomats came to the notice of the Government and in both the cases, the matter was seriously raised with the Governments concerned who conveyed that they would ensure the safety and rights of diplomatic officers.

(e) The Government is committed to ensuring that Indian diplomats and officials are treated with respect by all foreign States in accordance with the Vienna Conventions.

*[Translation]***Free of Cost Allocation of Coal Blocks**

1208. SHRIMATI MEENA SINGH: Will the Minister of COAL be pleased to state:

(a) whether the Government had provided in the

Mines and Minerals (Regulation & Development) Amendment Bill introduced in the year 2006 for free allocation of coal blocks on the first come first serve basis;

(b) if so, the year-wise details of the total number of companies to which coal blocks were allocated free of cost from the year 2006 to 2009; and

(c) the number of cases of irregularities and corruption in allocation detected and the action taken against the guilty officials?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) No, Madam.

(b) Does not arise in view of the reply given at (a) above.

(c) No such case has come to the notice of the Government.

*[English]***Centre of IGNTU in Gujarat**

1209. SHRIMATI DARSHANA JARDOSH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has decided to set up a full-fledged Centre of Indira Gandhi National Tribal University (IGNTU) in the State of Gujarat;

(b) if so, the details thereof;

(c) whether it is a fact that the State Government of Gujarat has offered 50 to 60 acres of land only for this purpose as against the requests for allotment of suitable land measuring 300 acres;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) No Madam. Indira Gandhi National Tribal University (IGNTU) is an autonomous organization governed by its Act and Statutes & Ordinances framed thereunder. The said Act empowers the University to establish such number of Regional Centres in various tribal areas of the country as is, in the opinion of the University, necessary for the furtherance of its objects. IGNTU has received proposals for opening Regional Campuses in the State of Gujarat.

(c) and (d) The University has informed that they have requested Government of Gujarat to make available 300 acres of land as per decision of the Executive Council of the University. Without the response of the State Government, it is not possible to move forward on the proposal.

(d) Does not arise in view of (a) to (d) above.

New IITs

1210. SHRI OM PRAKASH YADAV: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether new Indian Institutes of Technology (IITs) established by the Government have become functional;

(b) if so, the number of students studying in those IITs;

(c) the total area of land acquired for the purpose of building for these IITs;

(d) whether the farmers, whose land was acquired, have already been given the compensation;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (c) Yes, Madam. The details regarding the year of establishment of new Indian Institute of Technology (IITs); number of students studying in these IITs and area of land provided by the State Government for setting up of these new IITs is as under:

Sl. No.	Name of Institution	Year of establishment	No. of students / students strength	Area of land (in Acres)
1.	IIT, Hyderabad	2008	781	575.00
2.	IIT, Patna	2008	506	500.45
3.	IIT, Bhubaneswar	2008	490	936.00
4.	IIT, Ropar	2008	486	501.00
5.	IIT, Rajasthan	2008	559	842.00
6.	IIT, Gandhinagar	2008	490	403.50
7.	IIT, Indore	2009	417	501.62
8.	IIT, Mandi	2009	362	510.00

(d) and (e) The respective State Government have provided the land for establishment of each of the new IITs.

(f) Does not arise.

[Translation]

Promotion Policy in MTNL

1211. DR. SANJAY SINGH:
SHRI MANSUKHBHAI D. VASAVA:
SHRI GORAKH PRASAD JAISWAL:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether promotion policy for MTNL employees is in place;

(b) if so, the details thereof;

(c) whether new directions/criteria has been issued for the promotion of some category of employees;

(d) if so, the details thereof; and

(e) the steps taken by the Government to make the employees friendly Promotion Policy for augmentation of working efficiency?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY

(SHRI MILIND DEORA): (a) and (b) Promotion Policy for MTNL employees is in place. The details are as under:

1. Promotion Policy for Non-Executives.
2. Time Bound/Post Based Promotion Policy for Group 'B' officers.
3. Senior Management Promotion Policy for Sr. Manager and above.

(c) to (e) All categories of MTNL employees are governed by the policies mentioned in part (a) & (b) above. However, the existing benchmark criteria for Time Bound/Post Based Promotion Policy for Group 'B' level Executives has been amended by MTNL. A copy of the letter No. MTNL/CO/Pers/GRP'B PROMOTION POLICY/1 (133)/2010 dated 8.3.2011, issued by MTNL is given in the enclosed Statement.

Statement

Mahanagar Telephone Nigam Limited

Corporate Office

MTNL/CO/Pers/GRP 'B' Promotion Policy/1 (133)2010

08.03.2011

Office Memorandum

Sub: Time Bound/Post Based Promotion Policy for Executives of MTNL – Revision of Benchmark Criteria in Performance Ratings in ACR.

The existing benchmark criteria for Time Bound/Post Based Promotion Policy for Group 'B1 level Executives of MTNL- has been amended by the Board of Directors of MTNL in the 267th meeting held on 22.12.2010, as follows.

1. **Clause I (Time Bound IDA Scale Up-gradation Policy), Sub-Clause c (Up-gradation Criteria), Sub Sub-Clause 3 (Performance Ratings in ACRs) shall be read as:**

The ACRs of the previous 5 (five) years shall be taken into consideration, for assessing fitness of eligible Executives of various grades on the basis of following fitness criteria:

Sl. No.	For Up-gradation		Category	Pre-revised Grading Criteria	Revised Grading Criteria as approved in the 267th BODM held on 22.12.2010
	From Scale A	To Scale B			
1	2	3	4	5	6
1	16400-40500	E-1 20600-46500	E-2 OC	No Adverse, not more than four Averages.	No Adverse, no Average. Benchmark: Four Very Good
			SC/ST	No Adverse.	No Adverse, no Average. Benchmark: Three Very Good
2	20600-46500	E-2 24900-50500	E-3 OC	No Adverse, not more than four Averages.	No Adverse, no Average. Benchmark: Four Very Good
			SC/ST	No Adverse.	No Adverse, no Average. Benchmark: Three Very Good

1	2	3	4	5	6
3	24900-50500 E-3	29100-54500 E-4	OC	No Adverse, not more than two Averages.	No Adverse, no Average. Benchmark: Four Very Good
			SC/ST	No Adverse, not more than three Averages.	No Adverse, no Average, Benchmark: Three Very Good
4	29100-54500 E-4	32900-58000 E-5	OC	No Adverse, not more than two Averages.	No Adverse, no Average. Benchmark: Four Very Good
			SC/ST	No Adverse, not more than three Averages.	No Adverse, no Average-Benchmark: Three Very Good
5	32900-58000 E-5	36600-62000 E-6	OC	No Adverse, not more than one Average.	No Adverse, no Average Benchmark: Five Very Good
			SC/ST	No Adverse, not more than two Averages.	
6	36600-62000 E-6	43200-66000 E-7	OC	No Adverse, not more than one Average	No Adverse, no Average. Benchmark: Five Very Good
			SC/ST	No Adverse, not more than two Averages.	

2. Clause II (Post Based Promotion Policy) Sub-Clause ix shall be read as:

The fitness of the Executive for the post based promotion will be assessed on the basis of fitness criteria as indicated in the following table and meeting the selection criteria as prescribed in concerned RRs, subject to necessary disciplinary/vigilance clearance and no punishment is current.

Sl. No.	For Up-gradation		Category	Pre-revised Grading Criteria	Revised Grading Criteria as approved in the 267th BODM
	From Substantive Post A	To Substantive Post B			
1	2	3	4	5	6
1	E-1	E-2	OC	No Adverse, not more than three Averages.	No Adverse, no Average. Benchmark: Four Very Good
			SC/ST	No Adverse, not more than four Averages.	No Adverse, no Average. Benchmark: Three Very Good
2	E-2	E-3	OC	No Adverse, not more than three Averages.	No Adverse, no Average. Benchmark: Four Very Good
			SC/ST	No Adverse, not more than four Averages	No Adverse, no Average. Benchmark: Three Very Good
3	E-3	E-5	OC	Selection Benchmark Good, no Adverse and not more than one	No Adverse, no Average. Benchmark: Three Very Good

1	2	3	4	5	6
Benchmark:			Average.	No Adverse, no Average. Four Very Good	
		SC/ST	Selection Benchmark Good, no Adverse and not more than two Averages.	No Adverse, no Average. Benchmark: Three Very Good	
4	E-5	E-6	OC	Selection Benchmark Very Good, no Adverse and not more than one Average.	No Adverse, no Average. Benchmark: Five Very Good
		SC/ST	Selection Benchmark Very Good, no Adverse and not more than two Averages/good.		

3. Clause 4, as below, is added to the policy:

The Promotion Policy shall be reviewed after every 5 years. However, the Management may review the eligibility criteria after 3 years.

4. Other Terms and Conditions of the Time Bound/ Post Based Promotion Policy for Executives of MTNL shall remain unchanged.

These amendments (1 to 3) above shall come in to force with effect from the date of approval by the Board i.e. 22.12.2010. The revised benchmark shall be considered in all DPC for Post Based/Financial Up-gradation Promotions from the date of approval by the Board i.e. 22.12.2010. DPE guidelines issued from time to time shall also be followed in this regard.

This issues with the approval of the Competent Authority.

S. Parthasarathy

DGM (Pers)

Copy to:

1. Dir(Tech.)/Dir(Fin.)/Dir(HM), MTNL
2. ED, Delhi/Mumbai
3. CGM, CETTM, Mumbai
4. CVO, MTNL
5. GM (Admn.)/GM (Fin.)/GM (HR), Delhi/Mumbai
6. Jt.GM (Fin.)/DGM (Accounts), CO
7. Jt.GM (HR), CO

8. Company Secretary, MTNL — to treat this as an ATR.
9. Manager (P-I), CO - for updating records.
10. Manager (P-II), CO
11. PS to CMD.
12. Intranet Site
- OC - Other Category (General Category)
- SC - Scheduled Caste
- ST - Scheduled Tribe

Promotion of Science

1212. SHRI HANSRAJ G. AHIR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Indian Institute of Science Education and Research (USER) and Indian Institute of Technology (IIT) have taken any effective steps to promote Science; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) The IISERs and IITs have taken effective steps to promote science, *inter-alia*, by imparting education at both the graduate and post-graduate level, by carrying out research in the frontier areas of science at international level and by initiating various out-reach programmes.

Recognised and Unrecognised Schools and Colleges

1213. SHRI BALAKRISHNA KHANDERAO SHUKLA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of recognised and unrecognised schools and colleges in the country;

(b) the State-wise details of the action being taken by the Government against the unrecognised schools and colleges; and

(c) the number of aided and unaided schools and colleges in the country, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (c) State wise number of recognised, aided and unaided schools and colleges in the country is available at the web-site of the Ministry namely mhrd.gov.in but data regarding unrecognised schools and colleges is not centrally maintained.

(b) The subject 'Education' comes under the concurrent list of the Constitution. Section 18(1) of the Right of Children to Free and Compulsory Education Act, 2009 (RTE), which became operative from 1st April, 2010, mandates that no school other than a school established, owned or controlled by the appropriate government or the local authority, shall, after the commencement of the Act, be established or function, without obtaining a certificate

of recognition from such authority, as may be prescribed. Section 18(2) of the RTE Act lays down that no such recognition shall be granted to a school unless it fulfils norms and standards specified under section 19 of the RTE Act. Section 19(2) of the RTE Act further provides that where a school established before the commencement of this Act does not fulfill the norms and standards specified in the schedule to this Act, it shall take steps to fulfill such norms or standards at its own expenses, within a period of three years from the date of such commencements. State Governments have been apprised of the provisions of the RTE Act in the meetings held with State Education Ministers and Secretaries.

Registration of Companies

1214. SHRI GOPINATH MUNDE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of registered airlines in the country as on date;

(b) the criteria fixed for registration of airlines;

(c) whether the Government has checked the credentials and experience of all the registered companies before registering them;

(d) if not, the reasons therefor; and

(e) the action being taken by the Government against such registered airlines, which have not fulfilled the criteria of registration?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) As on date there are 12 Scheduled Airlines and 135 Non-Scheduled Airlines which have been granted Scheduled/Non-Scheduled Operators Permit. The lists are available on Directorate General of Civil Aviation website www.dgca.nic.in. under the heading "operator".

(b) For getting the Scheduled/Regional Scheduled/ Non-Scheduled Airline Operator's Permit the applicants are required to fulfill the criteria as given in CAR Section 3 Series C, Part II/III/VIII also available on website under the heading "Rules".

(c) and (d) Before issuance of No Objection Certificate to the airlines it is ensured that the applicant complies with the requirement as given in aforesaid Civil Aviation Requirements and got security cleared from Ministry of Home Affairs.

(e) The applicants which do not meet the requirements as given in Civil Aviation Requirements are

not issued any Scheduled/Regional Scheduled/Non-Scheduled Operating Permit. In case of failure of airlines to comply with the guidelines contained in Civil Aviation Requirements and Aircraft Rules, airlines are issued Show Cause Notices and based on the reply of the airlines, decisions are taken by the Directorate General of Civil Aviation which may lead to alteration, suspension and cancellation of operator permit.

[English]

Setting up of Venture Fund

1215. SHRI EKNATH MAHADEO GAIKWAD: Will the PRIME MINISTER be pleased to state:

(a) whether the Union Government proposes to set up a venture fund to foster innovation in the country;

(b) if so, the details thereof, along with the amount allocated for this purpose;

(c) the sectors in which this fund is likely to be utilised;

(d) whether the National innovation centre will oversee the State innovation centres and the State Governments and other stakeholders have been consulted; and

(e) if so, the details thereof and the time by which such centre is likely to come into effect?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) The National Innovation Council is establishing the India Inclusive Innovation Fund, as a means of financing 'inclusive innovation' directed at benefiting India's common citizens. The Fund will be a venture capital fund, focused on backing innovation focused on the core developmental needs of India's 'bottom 500 million'. In doing so, the Fund will generate both social and commercial returns.

While the Fund will receive seed investment from the Government of India, it will be separately institutionalised and professionally managed.

(b) The India Inclusive Innovation Fund will receive up to 20% of its capital from the Government of India. The remaining 80% will be drawn from other sources, including public and private sector organisations, development

agencies, etc. The Fund is expected to start operations when it reaches a size of Rs 500 crores. An initial investment of Rs. 100 crores has been announced by the Hon'ble Minister of Finance, in his speech at the launch of the National Innovation Council's First Report to the People 2011, on 15 November, 2011.

(c) The Fund will focus on core developmental sectors, where many common Indian citizens lack access to basic services like education, health, energy, agriculture, water, sanitation, and so on.

(d) and (e) The State Innovation Councils are independent bodies constituted by the State Governments on the advice of the National Innovation Council. 21 States have constituted the State Innovation Council, other states are in the process of constituting the State Innovation Council.

Fuel Prices of ATF

1216. SHRI P.C. CHACKO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the prices of Aviation Turbine Fuel (ATF) are significantly higher than the global average ATF prices;

(b) if so, the reasons therefor;

(c) whether high ATF prices constitute a major portion of the operating costs of airlines; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes, Madam. ATF prices in India are higher than the International benchmark. ATF prices in India and foreign countries (as on 16.3.2012) are as under:

Cities abroad	Cost of ATF (in Rs.)	Cities in India	Cost of ATF (in Rs.)
Sharjah	45574	Kolkata	72866
Bangkok	44168	Chennai	68765
Dubai	44384	Mumbai	65399
Singapore	43208	Delhi	63469

(1 \$=50.1600 sources: Yahoo Finance)

Fixation mechanism of ATF prices in India by Oil Marketing Companies and multiple taxes imposed by Central and State Government and advalorem duty structure on ATF, alongwith volatile international oil prices,

depreciation in Rupee are the reasons for high ATF prices in India.

(c) and (d) Yes, Madam. ATF is major component of operating cost of airlines as it constitutes 35-40% of the operating cost of the airlines.

[Translation]

Reservation for Disabled Persons

1217. SHRI DATTA MEGHE:
DR. RATTAN SINGH AJNALA:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government is aware that the provision of three per cent quota for the physically challenged people is not being complied with in the Government jobs as reported in the media;

(b) if so, the steps being taken by the Government to protect the rights of such physically challenged persons in this regard;

(c) the process of identification of posts for disabled persons in the Government Ministries/Departments; and

(d) the number of posts at present including the vacant posts for disabled persons?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) No, Madam. The Government has issued instructions regarding implementation of reservation for persons with disabilities in services in line with the provisions of the Act which all the Ministries/Departments etc. follow. However, some reserved vacancies remain vacant for reasons like non-availability of suitable candidates, gap between arising of a vacancy and its filling up. The Government has launched Special Recruitment Drive in 2009 to fill up the backlog vacancies reserved for Persons with Disabilities as on 15.11.2009. All the Ministries/Departments have been requested to fill up the identified backlog vacancies by 31st March, 2012.

(c) Section 32 of the PWD Act 1995 stipulates that appropriate Government shall (a) identify posts in the establishments, which can be reserved for the persons with disabilities (b) at periodical intervals, not exceeding 3 years, review the list of posts identified and update the list taking into consideration the developments in technology. Accordingly, the Government reviewed the list

of posts identified lastly during 2007 and a notification to this effect was issued in respect of Group A,B,C & D posts in Central Government establishments and in public sector undertakings. As per Section 32 (b) of the PWD Act, 1995 an Expert Committee to identify/review the posts in Group A,B,C & D to be reserved for PWDs was constituted on 30th December, 2010. The Expert Committee further constituted three Sub Committees for orthopedic disabled persons, hearing disabled persons and visually disabled persons, which have already submitted their reports to the Expert Committee. After holding various meetings and carrying out an indepth study of various jobs undertaken in Government Offices, public sector undertakings and autonomous bodies under various Ministries/Departments, the Expert Committee has submitted its reports in February, 2012.

(d) Information is not centrally maintained.

[English]

Labourers to other Countries

1218. SHRI BHAUSAHEB RAJARAM
WAKCHAURE:
SHRI RAVNEET SINGH:

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

(a) whether the Government has signed any agreements with certain countries to send labourers there during the last three years till date;

(b) if so, whether any provisions have been made in these agreements for providing wages and other facilities to the labourers;

(c) if so, the details thereof and the names of the places where these labourers are likely to be sent;

(d) whether it is a fact that in absence of any bilateral agreement with many receiving countries, migrant labourers are being exploited; and

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

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) and (b) No, Madam. However, the Ministry of Overseas Indian Affairs has entered into bilateral Memorandums of Understanding (MOU) to ensure better protection and welfare of Indian emigrants with three countries viz. Malaysia (January, 2009), Bahrain (June, 2009) and UAE (September, 2011) respectively.

(c) Does not arise.

(d) and (e) The Government has taken several steps to address the issues of Indian emigrants, which include the following:

- (i) Nation-wide awareness campaigns through the media to inform intending emigrants about legal emigration procedures, the risk of illegal migration and precautions to be taken during emigration.
- (ii) The Government has established an Overseas Workers Resource Centre (OWRC) which is a 24 hour telephone helpline in eight languages to provide authentic information to emigrants as well as intending emigrants on all aspects of emigration.
- (iii) The Government has established Indian Community Welfare Funds (ICWF) in all Indian Missions to provide onsite support to the affected emigrants.
- (iv) Government has established an Indian Workers Resource Centre (IWRC) at UAE.

Seizure of Property

1219. SHRI RUDRAMADHAB RAY: Will the PRIME MINISTER be pleased to state:

(a) whether the CBI has proposed to adopt the Bihar Government's Special Courts Act, 2009 to seize property of corrupt public servants while they face trial for corruption charges, as reported in the media;

(b) if so, the details thereof;

(c) whether the Government proposes to adopt and enforce the same throughout the country to curb corruption;

(d) if so, the time by which it is likely to adopt the same; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) No, Madam.

(b) Does not arise.

(c) to (e) Action for confiscation of property of corrupt public servants is taken as per provisions of Criminal Law (Amendment) Ordinance, 1944 and the Prevention of Money Laundering Act, 2002. The offences punishable under the Prevention of Corruption Act, 1988, are scheduled offences under the Criminal Law (Amendment)

Ordinance, 1944 and the Prevention of Money Laundering Act, 2002. Accordingly, the property of corrupt public servants is liable to be confiscated under the provisions of these laws.

Yardsticks for Allocation of Coal Blocks

1220. SHRI ARUN YADAV: Will the Minister of COAL be pleased to state:

(a) the yardsticks followed to allocate as well as de-allocate coal blocks to companies for their development;

(b) the number of coal blocks allocated to companies for more than five years and their stage of production; and

(c) the details of total de-allocated blocks during the last three years and the ground for their de-allocation?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) The different procedures/criteria followed for allocation of coal blocks are given below:

(i) **Government Company Dispensation Route** — Under this arrangement, applications are invited from the State Government/Central Govt, companies/enterprises. Allocation of coal blocks to State/Central Public Sector Enterprises (PSEs) is made under Section 3(3)(a)(i) of the Coal Mines (Nationalisation) Act, 1973. Under this route, only government companies are allocated coal blocks and no private company is eligible for allocation.

(ii) **Captive Dispensation Route**— Under this dispensation, blocks identified for allocation for approved end-use for generation of power, production of iron and steel, production of cement and production of syn-gas through coal gasification (underground and surface) and coal liquefaction for captive mining are advertised in the major National/Regional newspapers calling applications from both public and private sector companies. The received applications are placed before the Screening Committee for its recommendation. Allocation of coal blocks in favour of public as well as private sector companies under Section 3(3)(a)(iii) of the Coal Mines (Nationalisation) Act, 1973 is done by the Government based on the recommendations of the Screening Committee which is an inter-ministerial and inter-governmental committee headed by Secretary (Coal). This Committee has

representatives from Ministry of Power, Steel, Industry, Environment & Forests, Railways, Coal India Limited, Central Mine Planning and Design Institute Limited, Neyveli Lignite Corporation and the concerned State Government where the block is located.

- (iii) Allocation of coal blocks under Tariff Based Competitive Bidding: In this case, identified coal blocks are placed at the disposal of Ministry of Power which determines the linkage of coal blocks with the power projects proposed to be awarded on the basis of Tariff Based Competitive Bidding by calling applications from eligible companies. Based on the recommendations of Ministry of Power, coal blocks are allotted by the Ministry of Coal to power projects on the basis of bidding for tariff under Section 3(3)(a)(iii) of the Coal Mines (Nationalisation) Act, 1973.

Procedure followed for de-allocation of coal blocks:- The responsibility of developing the coal block as per the prescribed guidelines and milestone chart attached with the allocation letter rests entirely with the allocatee company. In the terms and conditions of the allocation letters, it is categorically mentioned that in the event of willful delay in the development of coal blocks and in setting up of the end use project, the Govt. takes appropriate action to de-allocate the said block. Further, the allocatees have to submit Bank Guarantee which remains valid all the times till the production from the coal block reaches its peak rated capacity. The State Govts, have been requested to form a Monitoring Committee headed by the Chief Secretary to facilitate expeditious development of coal/lignite blocks. The Coal Controller's office monitors on regular basis the achievement of different milestones. Government periodically monitors and reviews the development of allocated blocks as well as end use plants by the allocatee companies in the Review Meetings. Wherever delays are noticed, Government issues show cause notices and advisories to such allocatees cautioning them to bring the coal blocks into production as per the guidelines/milestones chart. Based on the replies to the show cause notices, the Government takes decision on the de-allocation.

(b) A total of 111 coal blocks have been allocated to various public/private sector companies for more than five years (i.e. since 1993 upto 31.12.2006). Out of 111 coal blocks, 29 coal blocks have started production. The remaining coal blocks which have not started production so far, are in various stages of obtaining statutory

clearances and mining lease, preparing mining plan, acquisition of land, procuring machinery and equipment etc. for both mining as well as end-use project.

(c) A total of 18 coal blocks were de-allocated during the last three years. In case of 16 coal blocks no progress was made and the Review committee decided to de-allocate the blocks. In case of remaining two blocks the allocatee company surrendered the blocks due to difficult geo-mining conditions.

[Translation]

Bhikshapatra of Buddha

1221. DR. RAGHUVANSH PRASAD SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Bhikshapatra given by Lord Buddha to Vaishali has been kept in Kabul in a Museum;

(b) if so, the details thereof;

(c) whether the Government has sought information from Archaeological Survey of India about the historic and archaeological proof of the origin of Bhikshapatra of Lord Buddha; and

(d) if so, the action taken by the Government to find out about the origin of Bhikshapatra of Lord Buddha?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) and (b) A large stone bowl, approximately 1 metre in height, 1 metre in diameter, with a thickness of about 18 cms at the top, and weighing around 200-300 kgs with verses from the Qoran in calligraphic script running horizontally along its rim in Arabic and Persian, is presently located at the entrance of the National Museum of Afghanistan in Kabul. It was originally located in Kandahar from where it was moved to Kabul during the regime of former Afghan President Dr. Najibullah. The bowl is purported to be the Bhikshapatra of Lord Buddha.

(c) and (d) Archaeological Survey of India (ASI) has conveyed that they are getting the photograph of the bowl examined by experts. They have further conveyed that from preliminary observation the object does not appear to be Lord Buddha's begging bowl. Embassy of India, is also making further enquiries in the matter so as to ascertain the provenance of the bowl from the Afghan authorities.

Unique Identification Number

1222. YOGI ADITYA NATH: Will the PRIME MINISTER be pleased to state:

- (a) whether Unique Identification Number would be considered as a proof for citizenship in the country;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) and (b) The mandate of the Unique Identification Authority (UIDAI) is to issue an unique identification number (UID) to all residents of the country that is (a) robust enough to eliminate duplicate and fake identities and (b) can be verified and authenticate in an easy, cost effective way. UIDAI is issuing Aadhaar numbers to all residents as a developmental initiative. Aadhaar number does not confer citizenship which will continue to be determined by the relevant statutory authorities.

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

Funds to Cyber Attack

1223. SHRI GORAKHNATH PANDEY:
SHRIMATI SHRUTI CHOUDHRY:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

- (a) whether the Indian institutions/companies have to invest large funds to check/prevent the cyber attacks;
- (b) if so, the details there of alongwith the estimated loss incurred to the Government institutions and private companies in this regard during the last three years;
- (c) the steps taken by the Government to prevent cyber crime; and
- (d) the funds allocated by the Government to monitor and prevent cyber attack and cyber terrorism in the country?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI SACHIN PILOT): (a) and (b) In accordance with the survey conducted by the Data Security Council of India (DSCI), an Organisation under NASSCOM, majority of

Indian Institutions/Companies spend anywhere between 3-10% on people, process and technology initiatives depending on the requirement and criticality of the sector. In some instances, based on risk perception and customer requirements, the spending is found to be even more than 10%. These investments cater for protecting Information and Information Systems from unauthorized use, disruption or modification and for incident monitoring and mitigation to check and prevent cyber attacks. These investments are made for installing security devices like firewalls, intrusion prevention systems, anti-virus and other software and hardware tools as well as security monitoring devices. Apart from the initial investment, the Indian Institutions and Companies invest to upgrade the versions of software and hardware regularly so as to prevent/check newer and newer cyber attacks.

As far as loss estimation is concerned, there are multiple parameters such as value, time and efforts involving Intellectual Property Rights (IPR), the cost on account of disruption time, recovery and mitigation efforts, legal implication, change in architecture, image and reputation etc. The significant portion of cyber attacks, however are generally targeted for information pilferage and financial gains.

According to Reserve Bank of India (RBI) estimated loss on account of Internet frauds only was around Rs. 824.05 lakh, Rs. 1234.94 lakh and Rs. 787.39 lakh for the calendar year 2009, 2010 and 2011 respectively.

(c) The Government has taken many steps to prevent cyber crime, cyber attack and cyber terrorism in the country, these include:

- (i) Legal Framework in the form of Information Technology Act, 2000. The Act provides legal framework to address the issues connected with cyber crime, cyber attacks and security breaches of information technology infrastructure.
- (ii) Setting up of Early Warning and Response to cyber security incidents through the Indian Computer Emergency Response Team (CERT-In) and collaboration at national and international level for information sharing and mitigation of cyber attacks.
- (iii) CERT-In regularly publishes Security Guidelines and advisories for safeguarding computer systems from hacking and these are widely circulated. CERT-In also conducts security Mock drills and workshops and training programs on regular basis to enhance security posture of Infrastructure and awareness.

- (iv) The organizations operating critical information infrastructure have been advised to implement information security management practices based on International Standard ISO 27001. Ministries and Departments have been advised to carry out security audit of their information technology infrastructure regularly to ensure robustness of their systems.
- (v) The Government has circulated Cyber Security Policies and Guidelines for implementation in all Ministries/ Departments.
- (vi) Government is facilitating for skill and competence development in the area of cyber security by providing domain specific trainings on Cyber Forensics, Network and System Security Administration. Labs for training in collection and analysis of digital evidence for Law Enforcement and Judiciary have been setup.
- (vii) The Government has formulated Crisis Management Plan for countering cyber attacks and cyber terrorism. This is being implemented by all Ministries/ Departments of Central Government, State Governments and their organizations and critical sectors.

(d) Over and above the amount spent by other Ministries/Department and agencies in the Government, the Department of Electronics and Information Technology alone incurred an expenditure of approx. Rs. 45 Crores in the year 2011-12 on various activities relating to Cyber Security including prevention of cyber attacks and cyber terrorism.

[English]

Chinese FM's Visit to India

1224. SHRI A.K.S. VIJAYAN:
SHRI FRANCISCO SARDINHA:
SHRI KISHNABHAI V. PATEL:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

- (a) whether the Foreign Minister of China visited India recently;
- (b) if so, the details of the issues that figured in his talks with Indian leaders and the outcome thereof;

(c) whether any agreements have been signed during the visit; and

(d) if so, the details thereof and the benefits to be accrued to the country therefrom?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) and (b) Chinese Foreign Minister Yang Jiechi visited New Delhi on 29 February-1 March, 2012. He held extensive discussions on bilateral, regional and global issues with the External Affairs Minister. They also discussed the agenda and outcome of the BRICS Summit due to take place in New Delhi in March, 2012. During the talks, the two sides agreed to promote provincial and local-level cooperation between India and China and to establish a dialogue on Maritime Cooperation to strengthen policy coordination on maritime issues. The visiting Foreign Minister also called on the Vice President and the Prime Minister.

(c) and (d) No agreement was signed during the visit.

[Translation]

Appointment of Assistant Professor

1225. SHRI UDAY PRATAP SINGH:
SHRI LAL CHAND KATARIA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether only those candidates who have cleared the NET/SLET examination can be appointed as Assistant Professor in the universities and colleges according to the University Grants Commission Act, 2009;

(b) if so, the details thereof;

(c) whether relaxation from the said rule is granted only to those candidates who have got research degree as per the said Act;

(d) if so, whether the candidates who had registered before 2009 and received their degree after 2009 are considered ineligible under the said Act; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (c) Yes, Madam. However, as per University Grants Commission (Minimum Qualifications required for the Appointment and Career Advancement of Teachers in Universities and Institutions Affiliated to it) (3rd Amendment), Regulation 2009, National Eligibility Test (NET)/State Level Eligibility Test (SLET shall remain the minimum eligibility condition for recruitment and appointment of Lecturers in Universities/Colleges/Institutions, provided however, that candidates, who are or have been awarded Ph.D Degree in compliance of the University Grants Commission (Minimum Standards and Procedures for Award of Ph.D. Degree), Regulation 2009, shall be exempted from the requirement of the minimum eligibility condition of NET/SLET for recruitment and appointment of Assistant professor or equivalent positions in Universities/Colleges/Institutions.

(d) and (e) No, Madam, such candidates will not be considered ineligible if the Ph.D. degree was awarded to the candidate in compliance of the provisions of the University Grants Commission (Minimum Standards and Procedures for Award of M.Phil/Ph.D. Degree), Regulation 2009, and the conditions mentioned in the said Regulations were satisfied.

[English]

Ranking of India in Education

1226. SHRI MANISH TEWARI:
SHRI DEVJI M. PATEL:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether as per the results of Programme for International Student Assessment (PISA), a globally recognised programme to measure quality of education imparted in schools, India is second from the bottom among the 74 countries participated under this programme;

(b) if so, the details thereof;

(c) the corrective measures initiated by the Government based on the study/assessment of PISA;

(d) whether any study/assessment to monitor the

quality of education in the country is being done by the Government;

(e) if so, the details and the outcome of such study; and

(f) if not, the steps being contemplated by the Government to initiate the study/assessment?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (c) The Programme for International Student Assessment (PISA) was piloted in two Indian states i.e. Himachal Pradesh and Tamil Nadu in which a total 4850 students of 15 years of age, participated. Out of total 74 countries/areas which participated under this programme, the State of Tamil Nadu ranked 72 and State of Himachal Pradesh ranked 73. The purpose of this pilot study was to build our capacity for international participation and to understand the methodology and other aspects of the international survey.

(d) to (f) At the elementary education level, NCERT periodically conducts Learner Achievement Surveys. To date NCERT has completed two rounds of Learner Achievement Surveys in all subjects for classes III, V and VII/VIII. In addition, the Programme Evaluation Organization (PEO) of the Planning Commission had conducted an evaluation of the SSA programme in 2010, which points to significant improvement in access and enrolment, as well as social and gender equity in enrolment. The study has also pointed out that there has been moderate improvement in the pupil teacher ratio and availability of infrastructure. The quality of learning, however, varies considerably between States. Further, the implementation of the Sarva Shiksha Abhiyan (SSA), which is the country's flagship programme for elementary education is subject to bi-annual joint reviews by SSA's Development Partners, namely the World Bank, DFID and European Commission along with nominees of the Government of India. To-date 15 Joint Review Missions have been held.

SSA Framework of Implementation has been revised to correspond with the provisions of the RTE Act, 2009 and provides for several interventions to improve the quality of elementary education,-including *inter alia* opening new schools, recruiting additional teachers, periodic in-service

teacher training, provision of textbooks and uniforms, regular academic support for learning enhancement to teachers. Further, the Government has issued an Advisory to State Governments on the implementation of section 29 of the RTE Act for initiating curriculum reform, including (i) formulating age-appropriate curricula and syllabi in keeping with the National Curriculum Framework (NCF)-2005, (ii) maintaining subject balance, (iii) initiating textbook contents and production reform, (iv) ensuring continuous and comprehensive assessment for learning.

At the secondary level, Central Board of Secondary Education has introduced Continuous and Comprehensive Evaluation upto X standard in order to impart holistic education and to promote quality education in all the school affiliated to the Board. The Board has also made Class X Board Examination optional for the students studying in Senior Secondary Schools.

During 11th Five Year Plan, in order to achieve universal access to secondary education and improve its quality, a new centrally sponsored programme "Rashtriya Madhyamik Shiksha Abhiyan (RMSA)" was launched in March, 2009 with a target to ensure universal access of secondary education by 2017 (GER of 100%) and universal retention by 2020. Further, the Centrally Sponsored Scheme "Information and Communication Technology in Schools" was revised in 2010 to promote computer enabled learning and ICT usage in Government and Government aid secondary and higher secondary schools and thereby enrich teaching learning processes.

Professional Chairs for Classical Languages

1227. SHRIMATI SHRUTI CHOUDHRY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has asked the University Grants Commission (UGC) to set up professional chairs for classical languages in select universities for scholars;

(b) if so, the complete details thereof;

(c) the funds earmarked and spent for each language in the country during the Eleventh Five Year Plan; and

(d) the demands still pending with the Ministry for each language?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) The Ministry of Human Resource Development (HRD) vide letter No.8-81/2009-Languages-II dated 9.3.2010 had requested the University Grants Commission (UGC) to set up professional chairs for scholars of eminence in classical languages of Kannada and Telugu. Earlier also, the Ministry of HRD vide letter No.20-20/2004-Desk(U) dated 21.12.2004 had requested the UGC to set up professional chairs for scholars of eminence in classical Tamil.

(c) and (d) Grants for the development of Sanskrit, Hindi, Urdu and Sindhi is given to the respective institutions of Govt, of India viz. Central Hindi Directorate, Commission for Scientific and Technical Terminology, Kendriya Hindi Sansthan, National Council for promotion of Urdu Language, National Council for Promotion of Sindhi Language, Rashtriya Sanskrit Sansthan, and Maharishi Sandipani Rashtriya Ved Vidya Pratishthan, by this Ministry. Consolidated grants for the development of other languages is given to Central Institute of Indian Languages (CIIL), mandated as an apex body to help in evolving and implementing the language policy of the Government of India and to assist and advise the State Governments on matters of language and coordinate the development of Indian languages. Ministry also gives grants to Central Institute of Classical Tamil and OIL for the development of Classical Tamil, and Classical Telugu and Classical Kannada respectively. The details of budget allocation and expenditure made during the 11th Plan i.e. from 2007-2008 till 2011-2012 (upto 20.3.2012) by the various language institutions is given in the enclosed Statement.

Besides the above, the UGC also gives grants to Rashtriya Sanskrit Vidyapeeth, Tirupati, Shri Lal Bahadur Shastri Rashtriya Sanskrit Vidyapeeth, New Delhi, and other Universities for the development of languages in India.

Statement

(Rupees in Lakh)

Sl. No.	Name of Office	Plan/ Non-Plan	2007-2008		2008-2009		2009-2010		2010-2011		2011-2012	
			Allocation	Expen- diture	Allocation	Expen- diture	Allocation	Expen- diture	Allocation	Expen- diture	Allocation	Expen- diture upto 20.3.12
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Central Hindi Directorate	Plan	889.00	886.00	869.00	867.00	934.00	932.00	979.00	971.00	1200.00	1040.00
		Non-Plan	467.00	435.00	668.00	618.00	830.00	799.00	889.00	769.00	1117.00	784.00
2.	Commission for Scientific and Technical Terminology	Plan	360.00	332.00	367.00	362.00	450.00	415.00	470.00	453.00	600.00	520.00
		Non-Plan	175.00	171.72	221.00	212.00	290.00	276.00	283.00	270.52	311.00	304.62
3.	Kendriya Hindi Sansthan, Agra	Plan	600.00	600.20	556.00	482.00	750.00	689.18	748.00	713.65	842.00	514.00
		Non-Plan	820.00	851.09	1028.00	1144.67	1423.00	1496.78	1376.00	1377.01	1452.00	1226.00
4.	Central Institute of Indian Language, Mysore	Plan/Non-Plan	2500.00	1495.00	3400.00	2112.00	3500.00	2244.00	4100.00	2114.00	3490.92	3063.96
5.	National Council for Promotion of Urdu Language, New Delhi	Plan	1740.00	1740.00	1735.00	1735.00	1900.00	1900.00	2399.00	2399.00	2350.00	2350.00
6.	National Council for	Plan	170.00	170.00	100.00	60.00	150.00	150.00	200.00	150.00	200.00	200.00

1	2	3	4	5	6	7	8	9	10	11	12	13
	Promotion of Sindhi Language, New Delhi											
7.	Central Institute of Classical Tamil, Chennai	Plan	500.00	400.92	1200.00	446.64	1500.00	861.99	1600.00	1016.31	1600.00	682.51
8.	Centre of Excellence for Classical Kannada	Plan	-	-	-	-	-	-	-	-	54.54	14.04
9.	Centre of Excellence for Classical Telugu	Plan	-	-	-	-	-	-	-	-	-	54.54
10.	Rashtriya Sanskrit Sansthan	Plan	3224.67	3137.09	3500.00	3930.75	4892.00	5048.97	5150.00	5004.36	5900.00	4400.66
		Non-Plan	1995.00	2277.86	3088.68	2919.00	3618.00	3922.66	3698.00	3943.55	4900.00	4006.00
11.	Maharishi Sandipani Rashtriya Ved Vidya Pratishthan	Plan	520.00	498.00	1100.00	1125.00	1200.00	1100.00	1200.00	1085.00	1200.00	1200.00

Corporal Punishment

1228. SHRI VARUN GANDHI:
 SHRI ADHALRAO PATIL SHIVAJI:
 SHRI GANESHRAO NAGORAO
 DUDHGAONKAR:
 SHRI GAJANAN D. BABAR:
 SHRI ANANDRAO ADSUL:
 SHRI DHARMENDRA YADAV:
 SHRIMATI BHAVANA GAWALI PATIL:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has an assessment of the number of cases in which children were physically abused by their teachers in Government-run schools during the last three years and the current year and if so, the details thereof, State-wise;

(b) whether the National Commission for Protection of Child Rights (NCPCR) has found that as many as 81.2% of the students interviewed were subject to outward rejection by being told that they were incapable of learning across the country as reported in the media;

(c) if so, the details of the facts in the matter;

(d) whether the said study has also found that among the most frequent punishments given to children was getting caned, being slapped on the cheeks, being hit on the back and ears getting boxed; and

(e) if so, the steps taken by the Government to give stricter punishment to the offenders and frame guidelines to eliminate corporal punishment in schools?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) There have been reports of sporadic cases of corporal punishment by teachers in schools. State-wise and year-wise details of complaints received on corporal punishment in respect of National Commission for Protection of Child Rights (NCPCR) is given in the enclosed Statement. There are more than 22 crore students studying in schools in India and seen in that context the complaints received are negligible.

(b) to (e) Yes, Madam. Corporal punishment is prohibited under Section 17 (1) of the Right of Children to Free and Compulsory Education (RTE) Act, 2009. Section 17 (2) of the Act also provides that whoever contravenes the provisions of sub-section (1) shall be liable to disciplinary action under the service rules applicable to such persons.

Statement

Sl. No.	State	Year wise No. of Complaints			
		2008-09	2009-10	2010-11	2011-12 (upto 16 March 2012)
1	2	3	4	5	6
1.	Andaman and Nicobar islands	0	0	0	0
2.	Andhra Pradesh	4	2	2	1
3.	Arunachal Pradesh	0	0	0	0
4.	Assam	1	0	2	0
5.	Bihar	1	4	0	3
6.	Chhattisgarh	2	1	0	0
7.	Chandigarh	0	0	0	0
8.	Daman and Diu	0	0	0	0
9.	Delhi	11	7	9	7

1	2	3	4	5	6
10. Dadra and Nagar Haveli		0	0	0	0
11. Goa		0	1	0	0
12. Gujarat		0	0	0	0
13. Himachal Pradesh		0	2	0	0
14. Haryana		0	2	1	0
15. Jharkhand		0	0	1	1
16. Jammu and Kashmir		0	0	0	0
17. Karnataka		2	1	0	0
18. Kerala		1	1	0	1
19. Lakshadweep		0	0	0	0
20. Maharashtra		1	0	2	0
21. Meghalaya		0	0	0	1
22. Manipur		0	1	1	0
23. Madhya Pradesh		2	7	0	1
24. Mizoram		0	0	0	0
25. Nagaland		0	0	0	0
26. Odisha		1	1	1	2
27. Punjab		1	0	1	0
28. Puducherry		0	0	0	0
29. Rajasthan		0	2	1	0
30. Sikkim		0	0	0	0
31. Tamil Nadu		8	3	2	0
32. Tripura		0	0	0	0
33. Uttarakhand		0	1	0	1
34. Uttar Pradesh		5	24	8	8
35. West Bengal		2	1	1	1
Total		42	61	32	27

Meta University

1229. SHRI P.R. NATARAJAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) whether the Government proposes to set up any meta university in the country;
- (b) if so, the details thereof and the purpose for which it is being launched;
- (c) whether the Government has identified the locations for the purpose;
- (d) if so, the details thereof;
- (e) the details of the funding structure for the university; and
- (f) the time by which this university is likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (d) Yes Madam. The Ministry of Human Resource Development plans to set up a Meta University at Delhi in which, Jamia Milia Institute, Delhi University, Jawaharlal Nehru University and Indian Institute of Technology New Delhi would participate. The main purpose of Meta Universities is to share learning resources by different universities by using latest technologies available in order to enable students to benefit from learning resources available in different institutions. Since the Government does not interfere in the academic matters of higher educational institutions, it is left to these institutions to collaborate and to identify the courses and areas to be offered through the Meta University. It is reported by Vice Chancellor, Jawaharlal Nehru University that in a meeting held between these institutions, the areas of climate change, public health and education have been identified.

(e) Meta Universities represent 2nd Generation Universities, free from physical boundary conditions and able to operate in virtual space, taking advantage of the innovation and flexibility possible in such domains. Hence the existing capabilities and resources of these institutions will be utilised and no separate funding for these institutions is proposed for the purpose.

(f) It is expected that these institutions will commence course offering from next academic session.

Allocation of Spectrum and Pricing

1230. DR. SANJEEV GANESH NAIK:
SHRI UMASHANKAR SINGH:
SHRI SANJAY DINA PATIL:
SHRI RAMESH RATHOD:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

- (a) whether the Government has prepared and approved new set of rules/framework for allocation of spectrum licenses and its pricing;
- (b) if so, the details alongwith the salient features thereof;
- (c) whether the Government has increased/proposes to increase the spectrum limit;
- (d) if so, the details thereof; and
- (e) the action taken by the Government in this regard and the time by which the new rules/framework are likely to be introduced and implemented?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) and (b) In view of Hon'ble Supreme Court judgement dated 2 February, 2012 in case of Writ Petition (Civil) No. 423 of 2010, Government has sought TRAI Recommendation on grant of Licence and allocation of spectrum in 2G bands in 22 service areas by auction and subsequently TRAI has released Consultation paper dated 7th March, 2012 on "Auction of spectrum". Government may take decisions after receipt of TRAI Recommendations.

(c) to (e) After consideration of TRAI recommendations on Spectrum Management and Licensing Framework dated 11th May, 2010 along with further recommendation of 8th February, 2011 Department of Telecommunications has taken a decision that the prescribed limit on spectrum assigned to a service provider will be 2X8 MHz/2X5 MHz for GSM/CDMA Technologies respectively for all service areas other than in Delhi and Mumbai where it will be 2X10 MHz/2X6.25 MHz. However, the licensee can acquired additional spectrum beyond prescribed limits, in the open Market should there be an auction of spectrum subject to the limits prescribed for merger of Licences.

[Translation]

Space Programmes

1231. SHRI P.C. MOHAN:
SHRI GOPINATH MUNDE:

Will the PRIME MINISTER be pleased to state:

- (a) whether the Antrix-Devas row has affected the space programmes;
- (b) if so, the details thereof;
- (c) whether the said dispute has dented the image of Indian Space Research Organisation;
- (d) if so, the details in this regard; and
- (e) the steps taken by the Government to ensure smooth operation of space programmes?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) The Antrix-Devas row has in no way affected the space programme.

- (c) No, Madam.
- (d) Does not arise.
- (e) Does not arise.

[English]

Fuel Supply Agreement

1232. SHRI ADHALRAO PATIL SHIVAJI:
SHRI GAJANAN D. BABAR:
SHRI KAMAL KISHOR "COMMANDO":
SHRI DHARMENDRA YADAV:
SHRI ARUN YADAV:
SHRI ANANDRAO ADSUL:

Will the Minister of COAL be pleased to state:

(a) whether Coal India Limited (CIL) has been instructed to sign coal supply agreements with power projects commissioned or expected to be commissioned by March, 2015 and have long term power purchase agreements in place and if so, the details thereof and the reasons therefor;

(b) whether CIL has since signed any such agreements with power projects and if so, the details thereof;

(c) whether the captive power plants will also be able to benefit from the coal supply agreements and if so, the details thereof;

(d) whether CIL has refused to enter into contracts with more than 60 percent trigger level and if so, the details thereof;

(e) whether CIL would be in a position to supply the stipulated quantity of coal;

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

(g) the steps proposed to be taken to fulfil the supply of agreed quantity of coal to power projects?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) The Government has decided that Coal India Limited (CIL) will sign Fuel Supply Agreements (FSAs) with power plants that have entered into long term Power Purchase Agreements (PPAs) with Distribution Companies (DISCOMS) and have been commissioned/would get commissioned on or before 31st March, 2015. This decision has been taken to make adequate coal availability for the power plants that have been commissioned/are being commissioned.

(b) The subsidiary companies of CIL are yet to sign any FSA as per this decision.

(c) and (d) No, Madam. The captive power plants are getting supplies of coal under the applicable Fuel Supply Agreement (FSA) which is different from that of the proposed FSA for power plants having Power Purchase Agreement (PPA) with Distribution Companies (DISCOMS). The applicable FSAs for existing and new captive power plants have trigger level for penalty for short supply at 60% and 50% of Annual Contracted Quantity (ACQ) respectively.

(e) to (g) Yes, Madam. The estimated coal production will be adequate to meet the demand of the said FSA holders. However, in case of any shortfall in fulfilling its commitment under the FSAs from its own production, CIL may arrange for supply of coal through imports or through arrangements for obtaining coal from State/Central Public Sector Undertakings (PSUs) who have been allotted coal blocks and have started production of coal but have not commissioned their end use plants.

Official Records of Emergency

1233. DR. KIRIT PREMJBHAI SOLANKI: Will the PRIME MINISTER be pleased to state:

(a) whether the official record regarding imposition

of "Emergency" in the year 1975 is not available in the Prime Minister's Office (PMO);

(b) if so, whether the correspondence between the then PMO and other authorities regarding emergency is also not available;

(c) if so, whether any application under the Right to Information Act has been received in this matter;

(d) if so, whether the Central Information Commission and Transparency Panel have directed to find out the records; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Yes, Madam.

(b) Yes, Madam.

(c) Yes, Madam.

(d) The Central Information Commission in its hearing dated 3.2.2012 had inter-alia observed that "...the CPIO cannot be faulted for not providing the copies of the correspondence made by the then Prime Minister with the President of India concerning the proclamation of emergency in 1975 as the said records are claimed to be not available in the PMO. However, we must observe that this is somewhat surprising. The records relating to such an important event in the history of post-independence India should be carefully preserved for future and cannot be allowed to get lost in the labyrinth of the government offices. We should like the competent authorities in the PMO to enquire into this matter and to ensure that these records are retrieved or traced, wherever they might be, and should be preserved appropriately for the citizens to access."

(e) Following the observation made by the Central Information Commissioner, a thorough search was made to retrieve/trace records of correspondence between the then Prime Minister and the President of India relating to proclamation of emergency. However, no such records were found in the PMO.

Fibre Optic Network

1234. SHRI RADHE MOHAN SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is considering to link

800 universities and 26,000 colleges through a fibre optic network for a free information highway in the country;

(b) if so, the details thereof;

(c) the funds allocated and spent therefor so far; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Under the National Mission on Education through Information and Communication Technology (ICT) it is envisaged to provide connectivity to over 25000+ colleges and 2000 polytechnics in the country and to 419 universities/deemed universities and institutions of national importance. Connectivity to the universities are provided on optical fibre and to the colleges are provided on copper cable. Up to another 400 universities fall under the ambit of National Knowledge Network (NKN) for connectivity. As on 29.02.2012, 391 universities and more than 15396 colleges in the country have been connected under NMEICT.

(c) and (d) An amount of Rs. 1500 crore has been approved by the Government during the 11th Five Year Plan for the connectivity. An amount of Rs. 872,95,19,701/ has already been spent so far for providing connectivity to University/ Colleges. By obtaining synergy between NMEICT and NKN, a lot of cost reduction and bandwidth enhancement has taken place for the universities.

New Civil Aviation Policy

1235. SHRI NRIPENDRA NATH ROY:

SHRI NARAHARI MAHATO:

SHRI E.G. SUGAVANAM:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether new aviation policy is being put on the fast track;

(b) if so, whether the industry has been asking for clear guidelines for civil aviation sector;

(c) if so, the details thereof;

(d) whether the Government is considering to put this policy on 100 days agenda due to global economy slow down; and

(e) if so, the details of new policy and the time by

which it is likely to be implemented?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) to (c) This Ministry is in the process of formulating a Civil Aviation Policy based on consultation with stakeholders in aviation sector.

(d) No, Madam.

(e) Does not arise.

Agreement between India and Japan

1236. SHRI FRANCISCO COSME SARDINHA: Will the PRIME MINISTER be pleased to state:

(a) whether India and Japan have entered into any agreement for cooperation in the fields of rare earths, etc.;

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

(c) the benefits to be accrued as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) No, Madam.

(b) and (c) Do not arise.

Decision on Twelfth Five Year Plan

1237. SHRI P. KARUNAKARAN:
SHRI G.V. HARSHA KUMAR:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government has taken the final decision on making the Twelfth Five Year Plan for the future development;

(b) if so, the details thereof;

(c) whether the funds allocated during the Eleventh Plan Period for the development of various sectors like agriculture, education, health has not been fully utilized;

(d) if so, the amount spent so far and the amount yet to be spent;

(e) whether the Government proposes to increase in the Twelfth Plan investments in public services such as health, education, skill development, training and infrastructure building;

(f) if so, the details thereof and suggestions given to the Planning Commission by the State Governments and other stakeholders in this regard; and

(g) the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) and (b) Yes, Madam. The National Development Council (NDC) in its 56th meeting held on October 22, 2011 approved the Approach to the Twelfth Five Year Plan and directed the Planning Commission to make the 12th Plan according to the broad lines indicated in the Approach Paper.

(c) and (d) The funds allocated during the Eleventh Plan Period for the development of agriculture, education, health and the amount spent so far are as follows.

(Amount in Rs. cr).

Sector	11th Plan outlay	Expenditure (Provisional)
Agriculture	87339.0	76671.7
Health	140135.0	90775.0
Education	269583.0	178434.2

(e) to (g) The approach to the Twelfth Plan that lays down the broad outline for the Plan maintains that health, education, skill development, training and infrastructure building will continue to be focus areas in the Twelfth Plan and that adequate resource will have to be provided to these sectors during the Plan. States have indicated their agreement to this approach in the 56th meeting of NDC.

[Translation]

Drop Out Rate of School Children

1238. SHRI BHARAT RAM MEGHWAL:
PROF. RANJAN PRASAD YADAV:
SHRI HARISHCHANDRA CHAVAN:
SHRI SOMEN MITRA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of gender-wise enrolment for primary and secondary level schools in the country during the last three years and the current year, State-wise and class-wise;

(b) whether there is an increase in the drop out rate of both genders at primary and secondary level schools;

(c) if so, the details thereof and the reasons therefor during the last three years, gender-wise, class-wise and State-wise;

(d) whether the rate of school drop outs of children, both boys and girls, in rural areas is more than that of the urban areas in the country; and

(e) if so, the steps taken by the Government to check such drop outs and the success achieved in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) State/UT-wise number of students enrolled at the primary and secondary levels during the years 2007-08, 2008-09 (Provisional) and 2009-10 (Provisional) is given in the enclosed Statement-I and II.

(b) to (d) Gender-wise drop out rate for the Classes I-V and Classes I-X during 2007-08, 2008-09 (Provisional) and 2009-10(Provisional) in the country is given below:

Classes	Dropout rate								
	2007-08			2008-09 (Provisional)			2009-10 (Provisional)		
	Boys	Girls	Total	Boys	Girls	Total	Boys	Girls	Total
I-V	25.70	24.41	25.09	26.68	22.90	24.93	30.25	27.25	28.86
I-X	56.55	57.33	56.71	55.82	55.95	55.88	53.38	51.97	52.76

State-wise details are given in the enclosed Statement-III and IV. Drop out rates are not maintained separately for rural and urban areas. The incidence of high drop out rate may be attributed to inadequate school infrastructure and facilities, adverse pupil teacher ratio, children engaged in household or other kinds of work, seasonal migration etc.

(e) Government has been making consistent progress to meet the goals of Universal Elementary Education through implementation of the Sarva Shiksha Abhiyan (SSA) Programme. The Right of Children to Free and Compulsory Education (RTE) Act 2009, which became operational with effect from 1st April, 2010, provides that every child in the 6 to 14 age-group shall have a right to free and compulsory education till completion of elementary education. The SSA Framework of Implementation has

been revised to correspond with the provisions of the RTE Act 2009 and the SSA programme is being implemented in accordance with the norms and standards of the RTE Act to enhance enrolment and retention of children and to bridge gender gaps in elementary education. A multi-pronged approach has been adopted for reducing dropout rates. This includes inter-alia strengthening of school infrastructure and facilities, residential hostel buildings for children in habitations un-served by regular schools, provisioning for additional teachers, regular training of teachers, provision for text books and uniforms to children. Mid Day Meal Scheme is also being implemented with a view to enhance enrolment and retention of children in school. Further, Rashtriya Madhyamik Shiksha Abhiyan has been launched for universal access to secondary education.

Statement-I

Enrolment at Primary stage (Classes I-V)

Sl. No. States/UTs		2007-08		2008-09 (P)		2009-10 (P)	
		Boys	Girls	Boys	Girls	Boys	Girls
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	3640320	3533217	3607168	3515193	3626594	3510697
2.	Arunachal Pradesh	106223	93255	109614	99899	112473	104372
3.	Assam	1741545	1689395	2195154	2117008	1462640	1460074

1	2	3	4	5	6	7	8
4.	Bihar	7026049	5386266	7426620	5774381	7756205	6151593
5.	Chhatlsgarh	1683745	1550598	1875810	1745524	1678226	1556684
6.	Goa	64250	58843	65240	59514	66969	60312
7.	Gujarat	3777926	2909933	3390061	3169903	3515393	3066746
8.	Haryana	1185645	1048075	1118172	1084837	1183564	1002815
9.	Himachal Pradesh	347637	311942	340561	306318	327272	295926
10.	Jammu and Kashmir	602094	532434	677710	610337	662907	611967
11.	Jharkhand	2785633	2678635	2669969	2581109	2785633	2678635
12.	Karnataka	2885736	2710964	2859996	2682420	2820488	2639555
13.	Kerala	1261582	1214747	1241607	1193329	1235286	1189792
14.	Madhya Pradesh	6280352	5765239	6127662	5652470	6127662	5652470
15.	Maharashtra	5476467	4881587	5503324	4900422	5484159	4880672
16.	Manipur	192064	179312	192296	179598	192153	179506
17.	Meghalaya	288251	276462	228238	231476	235043	237610
18.	Mizoram	80884	73619	90880	83533	74191	67472
19.	Nagaland	113801	106003	145894	140341	113801	106003
20.	Odisha	2318229	2197078	2349164	2233038	2308957	2184342
21.	Punjab	1219632	1054368	962546	802213	1394959	1108880
22.	Rajasthan	4883948	4177165	4849763	4106203	4727309	4071647
23.	Sikkim	42171	40821	41410	39956	41364	39808
24.	Tamil Nadu	3122300	2924831	3165310	2983101	3190190	3010266
25.	Tripura	250018	235219	237837	225684	228125	216391
26.	Uttar Pradesh	13228067	12604091	12800194	12368619	12779554	12294351
27.	Uttarakhand	617407	585049	571138	537138	567922	532217
28.	West Bengal	4817610	4646120	4196578	4119345	5087639	4978465
29.	Andaman and Nicobar Islands	18811	17826	17996	17196	17553	16689
30.	Chandigarh	44019	35781	46559	38304	45407	38352
31.	Dadra and Nagar Haveli	20785	19194	19763	18287	20739	19041

1	2	3	4	5	6	7	8
32.	Daman and Diu	8763	7550	11490	9647	9637	8192
33.	Delhi	896591	777969	897235	788278	904651	795288
34.	Lakshadweep	3737	3507	3488	3558	3381	3380
35.	Puducherry	57255	53919	57445	54243	57056	54531
India		71089547	64381014	70093892	64472422	70845102	64824741

(P): stands for Provisional.

Statement-II*Enrolment at Secondary stage (Classes I-X)*

Sl. No. States/UTs		2007-08		2008-09 (P)		2009-10 (P)	
		Boys	Girls	Boys	Girls	Boys	Girls
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	6651343	6346537	6595568	6358965	6581448	6346006
2.	Arunachal Pradesh	163388	141938	168667	151293	172354	157551
3.	Assam	2997433	2846181	2925248	2723005	2497426	2455987
4.	Bihar	9811186	7163511	10400530	7798592	11096033	8620637
5.	Chhattisgarh	2685430	2390202	3018111	2747242	2672209	2436668
6.	Goa	118445	107228	119849	108354	122026	109418
7.	Gujarat	6054032	4529319	5759346	4998334	5919723	4912914
8.	Haryana	2159475	1863269	1978449	1955760	2149774	1900800
9.	Himachal Pradesh	703138	630380	694000	623228	657147	602195
10.	Jammu and Kashmir	996653	836419	1139038	987994	1183796	1067519
11.	Jharkhand	3839598	3393508	3674783	3431638	3839598	3393508
12.	Karnataka	5249177	4896217	5220811	4871290	5195045	4840048
13.	Kerala	2612125	2496414	2599275	2484864	2616085	2497156
14.	Madhya Pradesh	9940663	8601860	9854907	8607950	9902222	8628264
15.	Maharashtra	9936046	8760338	10040125	8863891	10073292	8861182
16.	Manipur	309729	288007	309607	287266	309634	289180
17.	Meghalaya	404340	398394	315184	328485	332012	347000

1	2	3	4	5	6	7	8
18.	Mizoram	122116	113595	135488	125874	120969	112003
19.	Nagaland	175978	166052	225082	216409	175978	166052
20.	Odisha	3826229	3525283	3900981	3597152	3846473	3576678
21.	Punjab	2071771	1778364	1852037	1550948	2437510	1957552
22.	Rajasthan	8180054	6238587	8244015	6290532	8139376	6346567
23.	Sikkim	62445	63547	61400	62836	62397	64539
24.	Tamil Nadu	6112729	5707375	6039561	5696870	6068945	5742873
25.	Tripura	403477	380413	398289	378166	394307	376353
26.	Uttar Pradesh	21725674	19181263	19903949	18406968	21714877	19315810
27.	Uttarakhand	1104407	1009406	1080918	1023203	1070352	999083
28.	West Bengal	7684707	7309825	7123395	6862416	8198620	8240928
29.	Aandaman and Nicobar Islands	37462	34798	36567	34081	35758	33506
30.	Chandigarh	82748	66984	87457	71266	87417	72137
31.	Dadra and Nagar Haveli	33134	27783	30494	26090	34696	29569
32.	Daman and Diu	15717	13782	20178	17436	17005	14822
33.	Delhi	1645597	1433796	1676732	1455242	1724289	1489994
34.	Lakshadweep	7325	6768	6725	6564	6397	6388
35.	Puducherry	114344	107504	115273	107961	113936	109351
	India	118038115	102854847	115752039	103258165	119569126	106120238

(P): stands for Provisional.

Statement-III*Dropout at Primary Stage (Classes I-V)*

Sl. No.	States/UTs	2007-08		2008-09 (P)		2009-10 (P)	
		Boys	Girls	Boys	Girls	Boys	Girls
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	19.10	18.48	16.03	15.05	16.34	15.24
2.	Arunachal Pradesh	39.68	42.59	41.80	39.71	43.14	39.23
3.	Assam	2.87	7.64	0.00	0.00	38.99	32.67

1	2	3	4	5	6	7	8
4.	Bihar	44.61	49.68	38.86	34.65	43.51	40.97
5.	Chhattisgarh	30.68	32.77	26.16	26.91	40.85	24.94
6.	Goa	0.00	0.00	0.00	0.00	-12.44	-4.29
7.	Gujarat	28.60	24.79	39.11	3.30	36.89	6.52
8.	Haryana	0.00	0.00	10.51	-1.02	-1.13	-2.24
9.	Himachal Pradesh	1.63	4.35	2.25	3.61	0.35	1.17
10.	Jammu and Kashmir	0.00	0.00	0.00	0.00	9.79	6.82
11.	Jharkhand	12.66	5.49	22.37	18.76	27.61	26.41
12.	Karnataka	9.14	8.31	4.92	3.45	11.60	10.61
13.	Kerala	0.00	0.00	0.00	0.00	-13.99	-11.02
14.	Madhya Pradesh	0.00	0.00	17.39	15.17	21.77	20.49
15.	Maharashtra	17.73	20.17	15.86	18.94	20.19	22.54
16.	Manipur	35.80	39.25	39.55	45.19	33.05	40.08
17.	Meghalaya	37.20	35.51	60.77	56.95	60.52	54.51
18.	Mizoram	47.85	47.65	39.98	40.08	44.68	47.46
19.	Nagaland	36.76	39.21	21.40	15.71	40.10	39.78
20.	Odisha	24.35	21.92	33.33	32.89	26.71	26.18
21.	Punjab	-2.88	3.10	15.82	20.12	-24.59	-10.67
22.	Rajasthan	45.46	47.86	38.44	39.41	49.11	52.11
23.	Sikkim	26.21	12.54	41.97	31.55	24.57	11.98
24.	Tamil Nadu	8.12	8.87	1.52	0.80	0.29	0.42
25.	Tripura	24.34	20.57	24.64	20.07	25.95	24.97
26.	Uttar Pradesh	36.28	31.25	37.61	32.61	42.38	41.70
27.	Uttarakhand	21.84	17.63	35.84	31.82	33.82	31.33
28.	West Bengal	36.52	35.18	28.82	26.81	24.55	16.15
29.	Andaman and Nicobar Islands	9.73	11.20	13.61	10.05	6.85	2.98

1	2	3	4	5	6	7	8
30.	Chandigarh	0.00	0.00	0.00	0.00	-27.05	-18.06
31.	Dadra and Nagar Haveli	13.08	24.11	16.71	24.64	15.18	19.95
32.	Daman and Diu	14.11	19.22	0.00	0.00	1.66	4.27
33.	Delhi	0.00	0.00	-6.64	7.80	9.82	17.07
34.	Lakshadweep	-3.51	9.22	8.84	3.10	14.31	8.06
35.	Puducherry	0.00	0.00	0.00	0.00	-4.00	-3.12
	India	25.70	24.41	26.68	22.90	30.25	27.25

(P): stands for for Provisional.

Negative dropout is due to lateral entry or repeaters in school.

Statement-IV

Dropout at Secondary Stage (Classes I-X)

Sl. No.	States/UTs	2007-08		2008-09 (P)		2009-10 (P)	
		Boys	Girls	Boys	Girls	Boys	Girls
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	62.30	64.00	60.12	61.38	52.73	54.02
2.	Arunachal Pradesh	63.67	62.21	63.39	62.43	65.00	64.70
3.	Assam	80.11	80.18	78.47	79.55	77.41	77.82
4.	Bihar	82.76	85.71	81.03	82.21	78.46	76.06
5.	Chhattisgarh ¹	-	-	-	-	-	-
6.	Goa	41.97	35.56	36.20	32.93	35.85	32.63
7.	Gujarat	57.53	61.19	56.24	62.25	60.37	64.41
8.	Haryana	33.99	39.15	36.31	23.77	20.17	19.46
9.	Himachal Pradesh	26.14	34.23	17.63	21.93	22.28	18.93
10.	Jammu and Kashmir	63.62	64.48	63.62	64.48	47.16	40.63
11.	Jharkhand ²	-	-	-	-	-	-
12.	Karnataka	49.93	48.85	50.36	49.15	46.89	46.33
13.	Kerala	1.54	-2.59	0.00	0.00	-2.94	-5.20

1	2	3	4	5	6	7	8
14.	Madhya Pradesh	66.00	73.68	65.67	72.95	60.98	71.32
15.	Maharashtra	43.41	49.15	41.22	46.48	38.63	42.62
16.	Manipur	47.91	40.83	58.91	57.06	57.82	55.71
17.	Meghalaya	76.78	75.50	77.03	75.77	79.31	76.46
18.	Mizoram	72.13	67.94	70.16	66.45	64.79	60.72
19.	Nagaland	74.58	73.39	68.34	66.84	75.69	73.97
20.	Odisha	65.07	64.27	68.29	65.76	69.98	65.91
21.	Punjab	49.95	50.04	43.14	43.26	41.23	39.45
22.	Rajasthan	70.19	73.58	69.90	74.50	70.52	73.42
23.	Sikkim	80.63	79.30	81.99	82.53	82.07	79.36
24.	Tamil Nadu	38.88	36.51	40.90	35.17	37.56	30.28
25.	Tripura	73.48	73.35	71.68	70.33	63.42	62.34
26.	Uttar Pradesh	34.01	24.05	35.51	25.38	29.19	15.09
27.	Uttarakhand ³	-	-	-	-	-	-
28.	West Bengal	71.38	74.40	70.42	73.77	72.89	70.70
29.	Aandaman and Nicobar Islands	32.39	30.30	26.78	26.19	32.70	27.07
30.	Chandigarh	35.66	41.52	-1.17	8.67	0.30	7.86
31.	Dadra and Nagar Haveli	52.67	62.14	65.49	72.07	54.78	63.48
32.	Daman and Diu	31.83	29.47	34.52	30.95	41.15	29.75
33.	Delhi	33.84	38.38	29.60	35.23	-5.22	9.15
34.	Lakshadweep	26.26	35.67	27.06	34.88	27.58	22.67
35.	Puducherry	5.16	-0.94	8.36	3.28	12.79	1.39
	India	56.55	57.33	55.82	55.95	53.38	51.97

(P): stands for Provisional.

1 - Included in Madhya Pradesh

2 - Included in Bihar

3 - Included in Uttar Pradesh

Negative dropout is due to lateral entry or repeaters in school.

*[English]***Funds for Primary Education**

1239. SHRI KONAKALLA NARAYANA RAO: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of the funds allocated/utilized by the States under primary education during the last three years and the current year, State-wise and year-wise;

(b) whether some State Governments including Andhra Pradesh have requested the Union Government to provide special financial assistance for overall development of primary education;

(c) if so, the details thereof and the reaction of the Government thereto, State-wise; and

(d) the time by which the said proposals are likely

to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) Funds released by the Department of School Education and Literacy under SSA to each State/UT during the last three years and the current year are given in the enclosed Statement.

(b) to (d) No, Madam. Under Sarva Shiksha Abhiyan, funds to the State Governments, including Andhra Pradesh, are allocated on the basis of their Annual Work Plan & Budget (AWP&B), which is considered and approved by the Project Approval Board (PAB) every year, taking into account the fund sharing pattern between Central and State Governments applicable for that year. Funds are released after verification of the release of State share in the previous year and the level of expenditure of funds released in the previous year.

Statement

Central funds released to States/Union Territories under SSA-RTE during the last three years and current years

(Rs. in Lakhs)

Sl. No.	Name of the State	Release			Release (as on 05.03.2012)
		2008-09	2009-10	2010-11	2011-12
1	2	3	4	5	6
1.	Andhra Pradesh	7103178	38569.90	81000.00	183551.72
2.	Arunachal Pradesh	13683.64	11427.95	20401.77	8880.10
3.	Assam	42740.91	47480.00	76854.35	106921.15
4.	Bihar	186158.47	121739.06	204789.63	165908.20
5.	Chhattisgarh	51853.86	55592.82	87863.00	58940.22
6.	Goa	804.41	550.58	671.27	1079.14
7.	Gujarat	25432.47	20031.73	44065.01	74350.79
8.	Haryana	20546.87	27600.00	32786.11	40461.41
9.	Himachal Pradesh	8552.99	8608.00	13786.66	14192.78
10.	Jammu and Kashmir	20532.59	37363.27	40348.79	30070.50
11.	Jharkhand	69041.09	70940.22	89562.26	57903.46
12.	Karnataka	51578.19	44220.60	66903.00	62788.35

1	2	3	4	5	6
13. Kerala		10854.04	11989.50	19660.73	17021.85
14. Madhya Pradesh		85569.35	113249.00	176783.00	190427.12
15. Maharashtra		67386.02	56432.00	85537.00	117962.58
16. Manipur		321.21	1500.00	13253.77	2940.55
17. Meghalaya		9440.36	9383.00	18540.90	14410.60
18. Mizoram		5112.59	6617.75	10115.31	9314.05
19. Nagaland		2867.87	4913.00	8636.83	4798.33
20. Odisha		49080.90	63061.60	73177.85	92719.98
21. Punjab		13808.10	20044.00	39612.74	48112.44
22. Rajasthan		108326.80	127124.00	146182.29	139838.43
23. Sikkim		1075.31	1736.00	4469.19	3022.84
24. Tamil Nadu		45414.47	48366.00	69068.57	66937.15
25. Tripura		6464.12	7473.00	17121.48	17309.23
26. Uttar Pradesh		212884.89	196011.90	310462.88	245268.64
27. Uttarakhand		11444.45	16006.29	25793.94	20092.49
28. West Bengal		65169.37	104142.00	174703.17	167952.74
29. Andaman and Nicobar Islands		780.54	412.44	357.78	907.36
30. Chandigarh		820.52	1100.72	2155.89	1311.21
31. Dadra and Nagar Haveli		104.63	350.18	413.78	564.35
32. Daman and Diu		0.00	169.00	162.99	230.06
33. Delhi		1529.01	3088.62	3552.71	2135.08
34. Lakshadweep		70.00	143.80	127.39	127.86
35. Puducherry		638.59	669.96	485.38	557.62
Total		1261120.41	1278107.89	1959407.42	1969010.38

[*Translation*]

Fixation of pension

1240. KUMARI SAROJ PANDEY: Will the PRIME MINISTER be pleased to state:

(a) the year and time in which pension being given to employees of the Union and State Governments was fixed;

(b) whether the Union Government proposes to refix the pensions in view of the present day inflation;

(c) if so, the time by which this relaxation is likely to be carried out and if not, whether the Government proposes to provide any additional relief to the pensioners in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF

PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) The pension of Central Government employees is fixed at the time of their retirement. The fixation of pension of employees of State Governments is done by the respective State Government. The pension of Central Government pensioners has been revised w.e.f. 1.1.2006 on the recommendations of the 6th Central Pay Commission.

(b) to (d) In addition to the basic pension, the pensioners are also granted dearness relief, sanctioned from time to time, based on the All India Consumer Price Index. There is no proposal for further revision of pension at this stage.

[English]

Saakshar Bharat

1241. SK. SAIDUL HAQUE:
SHRIMATI CHANDRESH KUMARI:
SHRIMATI HARSIMRAT KAUR BADAL:
SHRI PRADEEP MAJHI:
SHRI RADHA MOHAN SINGH:
SHRI KISHNANBHAI V. PATEL:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Saakshar Bharat Mission is specially designed to benefit the Women and others belonging to disadvantaged groups;

(b) if so, the details thereof;

(c) the gender-wise number of illiterate in each State/Union Territory at present; and

(d) the steps taken by the Union Government to

improve the literacy rate among women and the disadvantaged sectors of the society?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Yes Madam. The principal target of Saakshar Bharat Mission is to impart functional literacy to adults in the age group of 15 years and beyond with prime focus on women besides SCs, STs, Minorities and other disadvantaged groups in rural areas of the districts having low female literacy rate (50% or below as per 2001 Census). The mission also provides opportunities to the neo literate adults (a) to continue their learning beyond basic literacy and acquire equivalency to formal educational system; (b) for imparting relevant skill development and (c) for continuing education.

(c) Gender wise number of illiterates in each State/ Union Territory, as per Provisional data of 2011 Census is given in the enclosed Statement.

(d) In order to improve the literacy rate, the Government of India is implementing the Saakshar Bharat Programme to provide literacy and continuing education to persons in the 15+ age group specially women. In addition, the Government is implementing the Sarva Shiksha Abhiyan simultaneously under the Right of Children to Free and Compulsory Education (RTE) Act, 2009 for universalization of Elementary Education for children in the 6-14 age groups. In order to bring momentum and creating conducive environment for mobilizing learners, nationwide media campaign for Saakshar Bharat are being organized including Saakshar Bharat yatras for overcoming socio cultural barrier among women and disadvantaged sectors of the society and thus imploring access and equity.

Statement

Gender wise No. of illiterates of age group 7 and over

(As per Provisional data Census 2011)

Sl. No.	State/UTs#	No. of illiterates	No. of illiterates Male	No. of illiterates Female
1	2	3	4	5
	India	27,29,50,015	9,65,68,351	17,63,81,664
1.	Andhra Pradesh	2,45,84,337	93,01,769	1,52,82,568
2.	Arunchal Pradesh	3,89,909	1,62,270	2,27,639

1	2	3	4	5
3.	Assam	71,50,948	28,92,902	42,58,046
4.	Bihar	3,08,32,154	1,18,58,092	1,89,74,062
5.	Chhattisgarh	63,57,854	20,40,807	43,17,047
6.	Goa	1,66,111	48,016	1,18,095
7.	Gujarat	1,09,40,775	35,12,496	74,28,279
8.	Haryana	51,51,033	17,11,245	34,39,788
9.	Himachal Pradesh	9,88,139	2,81,669	7,06,470
10.	Jammu and Kashmir	32,95,231	12,14,295	20,80,936
11.	Jharkhand	89,74,996	30,67,118	59,07,878
12.	Karnataka	1,32,45,580	47,21,430	85,24,150
13.	Kerala	18,31,203	5,69,467	12,61,736
14.	Madhya Pradesh	1,82,22,077	62,47,826	1,19,74,251
15.	Maharashtra	1,70,12,372	52,45,094	1,17,67,278
16.	Manipur	4,77,323	1,60,347	3,16,976
17.	Meghalaya	5,90,424	2,76,388	3,14,036
18.	Mizoram	77,886	29,425	48,461
19.	Nagaland	3,37,042	1,46,800	1,90,242
20.	Odisha	97,99,332	32,72,434	65,26,898
21.	Punjab	57,74,055	24,14,769	33,59,286
22.	Rajasthan	1,91,45,596	58,55,092	1,32,90,504
23.	Sikkim	97,317	36,879	60,438
24.	Tamil Nadu	1,28,31,021	43,01,925	85,29,096
25.	Tripura	3,95,235	1,28,540	2,66,695
26.	Uttar Pradesh	5,14,29,437	1,84,64,044	3,29,65,393
27.	Uttarakhand	17,90,475	5,19,235	12,71,240
28.	West Bengal	1,86,20,581	72,31,966	1,13,88,615
29.	Andaman and Nicobar Island #	46,752	18,017	28,735
30.	Chandigarh #	1,27,080	48,929	78,151
31.	Dadra and Nagar Haveli #	65,629	22,687	42,942
32.	Daman and Diu #	28,057	11,633	16,424

1	2	3	4	5
33.	Lakshadweep #	4,427	1,142	3,285
34.	NCT of Delhi #	20,19,373	7,10,625	13,08,748
35.	Puducherry #	1,50,254	42,978	1,07,276

Brain Drain

1242. SHRI P.C. GADDIGOUDAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is aware that brain drain is increasing at alarming rate adversely affecting the nation;

(b) if so, the details thereof;

(c) whether the Government has taken or proposes to take any steps to formulate an appropriate and effective policy to check the constant brain drain from different fields; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Some students, scientists and technologists do migrate to other countries for various reasons including financial and academic gains. Many students come back after completing education abroad while some others stay back in foreign countries after getting employment. Therefore no authentic figures of net brain drain out of the country can be reliably compiled.

(c) and (d) A legislative proposal for setting up of Universities for Innovation and Research is under consideration of the Government. The proposal aims to provide for the establishment and incorporation of Universities for Innovation to promote synergies between teaching and research and to create institutions universally recognised for quality in teaching, learning and research. The Universities for Innovation would be at the source of making India a global knowledge hub and set benchmarks for excellence for other institutions of higher learning. The Department of Science and Technology has reported that the Academy of Scientific and Innovative Research Bill, 2011 envisages setting up of an academy of national importance with campuses in the Council of Scientific and Industrial Research (CSIR) laboratories in the country to help scientific research within the country. Besides the above, several measures have been taken from time to

time by the Government to check the brain drain of scientists and technologists. These measures include setting up of more centres of excellence/advanced studies in the universities and academic institutions; Innovation in Science Pursuit for Inspired Research (INSPIRE) programme; Invitation to distinguished men and women of Indian origin settled abroad for short term technical assignments to assist in frontier and emerging areas of S&T; Fast Track Scheme for Young Scientists; better Opportunities for Young Scientists in Chosen Areas of Science and Technology (BOYSCAST) fellowship to visit International laboratories and institutions; Award of 6 scholarship under Kishore Vaigyanik Protsahyan Yojana for talented science students etc.

Similarly, University Grants Commission (UGC) has reported that it has been implementing several schemes to enhance the teaching learning resources in Universities and prevent brain drain. These include Enhancing Faculty Resources of Universities (ENCORE); Emeritus Fellowships; Research Fellowships; PG Scholarships to GATE qualified students; Operation Faculty Recharge etc.

Status of Tri-Valley University

1243. SHRI JAGDAMBIKA PAL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has ascertained the facts regarding the affairs and status of Tri-Valley University in USA;

(b) if so, the details thereof;

(c) whether the Indian Government has taken up the issue of undignified treatment meted out to the students of Tri-Valley University with the Government of USA;

(d) if so, the response of USA Government;

(e) whether the Government has provided any consular services and legal aid to such students; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF

HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Yes, Madam. The Tri-Valley University (TVU) near San Francisco, California, was shut down on January 19, 2011 by US Immigration and Customs Enforcement (ICE) on charges of immigration fraud. More than 1800 Indian students were affected by this fraud perpetrated by the TVU. As per current statistics furnished by the US authorities, 766 cases of Indian students of the TVU were approved for transfer to other universities, 480 cases are pending for scrutiny and 281 were denied transfer.

(c) and (d) Yes, Madam. Government of India has taken up the issue of such Universities with the U.S. Government to protect the interests of the Indian students. The Government has strongly conveyed to the U.S. agencies that the students, themselves a victim of fraud, should not be penalized and held responsible for the violations committed by the University. Government has requested that there should be no mass termination of visas of the affected students, so that they do not go out of status, and the affected students should be given adequate time for transfer to other Universities; or voluntarily return to India, without prejudice. The Embassy of India at Washington DC is keeping in touch with U.S. Department of Homeland Security (DHS) to ensure that the pending transfer cases of the Indian TVU students are considered by the US authorities in a sympathetic manner. The Government has also requested the U.S. Government to take steps to prevent recurrence of such instances.

(e) and (f) Yes, Madam. A few students who required consular services were immediately helped by the Embassy of India at Washington DC. Sessions of guidance by reputed attorneys were organized by the Embassy/Consulate for the students in Washington DC and San Francisco.

Development of Airports

1244. SHRI ADAGOOR H. VISHWANATH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of financial assistance granted to Karnataka for development of Mysore, Hubli, Belgaum and Mangalore airports during the years 2010-11 and 2011-12;

(b) whether the process of development/expansion of airports in Karnataka is very slow;

(c) if so, the reasons therefor alongwith the corrective steps taken by the Government in this regard;

(d) whether the Government proposes to create more parking bays for aircrafts in the Airports of Karnataka; and

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

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) No financial assistance from the Government has been granted to Airports Authority of India (AAI) for development of airports in Karnataka.

(b) and (c) No, Madam. Mysore and Mangalore airports have already been developed by AAI in the last couple of years. Mysore airport was made operational in September, 2010 and is suitable for ATR 72 (code C) type of aircraft operations. Mangalore airport is also an operational airport suitable for AB-310 (code D) type of aircraft operations. At present there are no scheduled operations to Belgaum and Mysore airports.

(d) and (e) Construction of additional parking bays at airports in Karnataka is subject to operational requirements, traffic and viability of the scheme.

Restructuring Plan for AI

1245. SHRI BHARTRUHARI MAHTAB: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has asked Air India to improve its performance and take cost cutting measures;

(b) if so, whether Air India has prepared any cost cutting plan so far;

(c) if so, the details thereof; and

(d) the extent to which the cost cutting plan has been implemented so far and the outcome thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes Madam.

(b) and (c)s Air India has taken several initiatives towards cost cutting and revenue enhancement. These measures are (i) Complete route rationalization of erstwhile Air India and Indian Airlines routes and elimination of route network involving; (ii) Rationalization of certain loss making routes; (iii) induction of brand new aircraft on several domestic & international routes to increase passengers appeal; (iv) Phasing out of old fleet and consequential reduction in maintenance cost; (v) Return of leased aircraft at the end of their tenure or prematurely; (vi) Freezing of employment in non-operational areas;

(vii) Redeployment of staff to cut in-fructuous expenditure; (viii) Grounding of ageing fleet including B747-400 which would be used only for certain lines of operations and for operating VVIP flights; (ix) Relocation of EDs/IBOs from abroad back to India; (x) Closure of overseas offline offices at certain locations; (xi) Dismantling of the Frankfurt hub and establishment of the Delhi hub resulting in substantial saving due to restructuring of routes; (xii) Establishment of Integrated Operations Control Centres.

(d) The various cost cutting measures implemented by Air India have resulted in savings of approximate Rs.800 crores during 2010-11.

[Translation]

Difficulty to NRIs in Disinvestment

1246. SHRI SYED SHAHNAWAZ HUSSAIN: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether the Non Resident Indians (NRIs) are facing difficulty in making any investment in India owing to corruption and inefficiency of the system;

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

(c) the average time taken to issue Overseas Indian Cards (OICs) and the number of cards issued by the Government so far during the last three years and the current year;

(d) whether the Government is aware of the delay caused in the issuance of the OICs;

(e) if so, the details of the various factors that impede expeditious issuance of OICs; and

(f) the action taken by the Government in this regard so far and the extent of success achieved as a result thereof?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) and (b) No such information has come to the notice of the Government.

(c) The average time taken to issue an Overseas Citizenship of India (OCI) Card is 30 days. The number of cards issued in the last three years and current year is as follows:

Year	No. of OCI cards issued
1.1.2009-31.12.2009	1,69,114
1.1.2010-31.12.2010	2,13,844
1.1.2011-31.12.2011	2,62,207
1.1.2012-19.3.2012	54,654

(d) to (f) The Government is aware of the delays caused in the issuance of the OCI Cards. The delay occurs mainly due to non-submission of photographs in the prescribed format by the applicants causing scanning problems. The problem is resolved as and when it comes to the notice of the Government. The OCI Server in a few Missions had faced some technical problems for some time in the recent past. The problems have since been rectified.

[English]

UK Aid to India

1247. SHRI NAMA NAGESWARA RAO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is a wave of comments from the UK demanding an end to aid to India;

(b) if so, the details thereof and the stand of India in this regard;

(c) whether the Government has asked the UK Government to give prior intimation of any decision to cut the aid; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) to (d) Some recent media reports in UK have questioned the appropriateness of UK Government continuing to provide development aid to India. India-UK development cooperation has focused on programmes in the social sectors, such as education, health, poverty alleviation etc. The bilateral programme has contributed also through

capacity building, exchange of best practices, knowledge sharing and sharing of technology and technical expertise. However, in the wake of media reports in the middle of 2010 suggesting that the UK Government would reduce its aid to India, the Finance Minister, in reply to a supplementary of a Rajya Sabha Starred Question on 17.08.2010, had stated that the contribution of the external assistance to our total GDP is 0.4 per cent. He also, *inter-alia*, mentioned that India has conveyed to UK that before they decide to discontinue the aid, India should be kept informed so that India can voluntarily suggest to UK that the aid is not required. Following the meetings of Finance Minister and Mr. Andrew Mitchell, Secretary of State for International Development, UK in September, 2010 and November, 2010, the policy relating to future direction of India-UK development partnership from 2011-12 to 2014-15 was under discussion between the two countries. This has been finalized by the two sides in July, 2011 after extensive consultations. As part of this policy, UK Government has committed to provide the development assistance to the extent of £1120 million (Rs. 8,735 crores as per the current exchange rate of £1= Rs.78/-) from 2011-12 to 2014-15. The Finance Minister and Mr. Andrew Mitchell, Secretary of State for International Development of UK also had a discussion on February 09, 2012 on the present bilateral development partnership and both ministers expressed satisfaction with the progress of developmental cooperation activities-which is mutually beneficial to the two countries.

[*Translation*]

Rules for Private Schools

1248. SHRI GHANSHYAM ANURAGI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government proposes to introduce rules to be followed by private schools across the country;

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

therefor;

(c) whether the Government has received any complaints from different quarters against these school authorities for mismanagement and non-payment/delayed payment of salary to the teachers;

(d) if so, the details thereof; and

(e) the action taken by the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Government of India has no proposal to introduce rules to be followed by private schools.

(c) to (e) The subject 'education' falls in the Concurrent list of the Constitution of India. The matters relating to management of private schools and payment of salaries etc. to teachers are governed under relevant rules and regulations of States/UT Governments.

Recognition and Financial Assistance

1249. SHRI NARANBHAI KACHHADIA:
SHRIMATI JYOTI DHURVE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of the requests and proposals of various State Governments including Madhya Pradesh and Gujarat for granting recognition and providing financial assistance to various universities and colleges lying pending with the University Grants Commission;

(b) the present status of these proposals State-wise, year-wise and proposal-wise; and

(c) the time by which each of these proposals are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (c) The information is being collected and will be laid on the Table of the House.

[English]

Revision of Royalty on Coal

1250. SHRI D.B. CHANDRE GOWDA:
SHRI KODIKUNNIL SURESH:
SHRIMATI DEEPA DASMUNSI:

Will the Minister of COAL be pleased to state:

(a) whether the mineral rich States have been demanding revision of royalty on coal and lignite for a long time;

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

(c) the amount of royalty paid to the various State Governments by the Coal India Limited (CIL) and its subsidiaries during each of the last three years and the current year and the total amount of royalty outstanding at present, subsidiary-wise and State-wise;

(d) whether some State Governments have requested the Union Government for early payment of outstanding amount of royalty;

(e) if so, the details thereof and the action taken/being taken in this regard;

(f) the details of recommendations made by the study group set up by the Government on royalty related issue; and

(g) the action taken by the Government to implement those recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) and (b) Yes, Madam. As

the royalty rates on coal and lignite have not been revised since 2007, the coal/lignite producing States have been demanding for an enhancement in the royalty rates. Similar demands were raised by these States in the Parliament as well as in other fora. Therefore, Ministry of Coal constituted a Study Group on 04.02.2010 under the Chairmanship of the then Addl. Secretary (Coal), to examine the issue of revision of royalty rates on coal and lignite. The Committee held extensive deliberations on the issues involved and also held consultations with all the stakeholders, which included the State Governments (both coal/lignite producing as well as consuming States), the concerned Ministries/Departments/Organisations of the Central Govt., major coal consumers e.g. NTPC, SAIL, cement manufacturers, Industry Associations such as FICCI, FIMI and coal producing companies. A report of the Study Group has since been submitted.

(c) to (e) As there is no outstanding amount of royalty to be paid to any of the coal producing States by the Coal India Limited (CIL) and its subsidiaries, the question of action taken for early payment does not arise. However, the details of royalty paid by the CIL and its subsidiaries to the coal producing State Governments, during last three years and the current year is furnished as Statement-I.

(f) and (g) As stated above, the Study Group on revision of royalty on coal and lignite has submitted its reports to the Government for its consideration. The new royalty rates would be announced by the Government after examining and accepting the recommendations of the said Study Group.

Statement-I

The amount of Royalty paid to the various State Govt. by CIL, the subsidiaries of CIL during each of the last three years and current year

(Rs. in Crores)

Particulars	West Bengal			Jharkhand				Orissa	Mahara shtra	Madhya Pradesh				Chhattis garh	Uttar Pradesh	Assam	Total
	ECL	BCCL	Total	ECL	BCCL	CCL	Total	MCL	WCL	WCL	SECL	NCL	Total	SECL	NCL	NEC	CIL
2011-12	7.05	0.04	7.09	106.63	355.25	421.94	883.82	668.92	336.34	63.51	192.48	297.81	553.8	749.86	104.61	17.29	3321.73
(upto Nov. 2011)*																	
2010-11	9.63	0.05	9.68	162.95	508.28	613.28	1284.51	936.66	499.82	96.02	231.61	633.51	961.14	1011.35	168.83	29.25	4901.24
2009-10	9.53	0.06	9.6	145.54	412.14	584.66	1142.34	859.63	514.08	101.8	218.88	660.56	981.24	943.07	149.29	28.26	4627.51
2008-09	9.37	0.07	9.44	130.27	375.94	561.01	1067.22	773.07	501.8	102.42	216.52	631.24	950.18	894.19	114.95	20.62	4331.47

* Provisional

Import of Coal

1251. SHRI CHANDRAKANT KHAIRE:
 SHRI ASHOK TANWAR:
 SHRI GOPINATH MUNDE:
 SHRI PRATAP SINGH BAJWA:
 SHRI G.V. HARSHA KUMAR:
 SHRI S. PAKKIRAPPA:
 SHRI R. DHRUVA NARAYANA:
 SHRI RAMSINH RATHWA:
 SHRI R. THAMARAISELVAN:
 SHRI P.K. BIJU:

Will the Minister of COAL be pleased to state:

(a) whether Coal India Limited (CIL) and its subsidiaries are likely to import more coal during the current year and the years to come;

(b) if so, the details thereof and the reasons therefor alongwith the coal that is likely to be imported during the current year and coming three years, year-wise, subsidiary-wise and quantity-wise;

(c) the details of the fund that is likely to be spent, year-wise and subsidiary-wise alongwith the names of countries wherefrom the import is likely to be made;

(d) the details of infrastructure and procedures to facilitate these imports and ensure quality; and

(e) whether consumers are likely to pay more price for imported coal and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) to (e) As per the present import policy of the Government, coal is placed under Open General License (OGL) and therefore, it can be imported by any one in the country on payment of applicable import duties.

Coal India Limited (CIL) is gearing up to meet any

shortfall arising out of contractual commitments under its supply to coal consumers under Fuel Supply Agreement with imported coal after getting firm commitment for supply of imported coal at unload port at the actual price of imported coal plus service charges. So far, CIL has not received any firm commitment for such supply of imported coal.

Revenue Earned from Airports

1252. SHRI N.S.V. CHITTHAN:
 SHRI REWATI RAMAN SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the revenue earned from each airport of the country during each of the last three years and the current year;

(b) whether Delhi and Mumbai airports are far behind to other airports of other countries in terms of revenue earned per passenger;

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

(d) whether the country ranks very low in the list of countries in this regard; and

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

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Revenues earned by Airports Authority of India (AAI) during last three years are given in the enclosed Statement.

(b) to (e) Yes, Madam. Delhi and Mumbai Airports lag behind other airports across the world in the terms of revenue earned per passenger. This is due to the fact that India is an emerging aviation market. The city side development of metro airports has been undertaken for increasing the non-traffic revenues of the airports.

Statement*Airports Authority of India**Statement of Revenue Earned by Airports during the last three years**(Rs. in Lakhs)*

Year		2008-09	2009-10	2010-11	
Sl. No.	Name of the State	Name of the Airport	Total Revenue	Total Revenue	Total Revenue
1	2	3	4	5	6
Profit Making Airports					
1.	Tamil Nadu	Chennai	65522.84	69866.00	77929.29
2.	West Bengal	Kolkatta	33397.45	34963.01	41976.18
3.	Goa	Goa	5401.04	7427.18	7980.15
4.	Maharashtra	Pune	4414.22	5666.20	6487.18
5.	Gujarat	Ahmedabad	10718.18	12736.53	15512.00
6.	Kerala	Calicut	8819.38	9995.75	10313.71
7.		Trivandrum	8248.75	10657.06	11255.18
8.	Puducherry	Puducherry	148.61	847.09	230.51
Loss Making Airports					
9.	Andman and Nicobar	Portblair	781.96	999.40	1101.87
10.	Andhra Pradesh	Cuddapah	0.47	0.00	2.34
11.		Hyderabad	2106.43	2661.50	1762.40
12.		Rajamundry	294.28	285.95	176.95
13.		Tirupathi	366.35	530.76	581.80
14.		Vijaywada	191.80	194.45	199.33
15.		Vishakhapatnam	1336.94	1387.38	1936.41
16.	Arunachal Pradesh	Passi Ghat	0.00	2.24	0.00
17.	Assam	Dibrugarh (Mohanbari)	343.33	593.21	612.25
18.		Guwahati	3317.96	3427.23	4823.32
19.		Jorhat	108.41	244.62	115.85
20.		Lilabari (North Lakhimpur)	18.80	13.88	
21.		Silchar (Kumbhigram)	139.23	242.01	270.23

1	2	3	4	5	6
22.		Tezpur	2.42	6.06	10.38
23.	Bihar	Gaya	210.73	294.05	221.69
24.		Patna	1020.50	1683.65	2212.04
25.	Chandigarh	Chandigarh	822.54	1052.15	1428.80
26.	Chhattisgarh	Raipur (Manna Camp)	1201.40	1408.16	1651.59
27.	Delhi	Delhi (Safdarjung)	185.32	47.74	601.17
28.	Gujarat	Bhavnagar	130.24	140.62	151.61
29.		Bhuj	315.40	301.17	220.43
30.		Jamnagar	140.60	196.01	207.27
31.		Kandla	44.17	53.05	72.61
32.		Keshod (Junagarh)	0.34	7.47	2.95
33.		Porbandar	52.39	60.06	64.16
34.		Surat	68.35	134.34	325.86
35.		Rajkot	308.97	43002	562.62
36.		Vadodra (Baroda)	1456.13	1587.40	1659.23
37.	Himachal Pradesh	Kangra (Gaggal)	349.35	28.54	45.24
38.		Kullu (Bhuntar)	189.08	100.49	61.97
39.		Shimla	21.53	23.99	18.77
40.	Jammu and Kashmir	Jammu	1078.10	1281.21	1741.95
41.		Leh	323.63	414.60	415.72
42.		Srinagar	1503.51	1873.33	2132.53
43.	Jharkhand	Ranchi	782.79	739.85	1039.59
44.	Karnataka	Bangalore	1842.52	255.98	141.33
45.		Belgaum	45.58	20.71	28.35
46.		Hubli	129.05	145.10	150.41
47.		Manglore	2133.03	2841.65	3274.41
48.		Mysore	0.00	0.00	33.67
49.	Lakshdeep Island	Agatti	28.18	61.16	116.64
50.	Madhya Pradesh	Bhopal	730.38	869.16	1047.81
51.		Gwalior	26.58	18.44	21.18
52.		Indore	2050.77	2261.50	2454.11

1	2	3	4	5	6
53.		Jabalpur	81.34	165.45	94.15
54.		Khajuraho	593.25	279.96	302.05
55.	Maharashtra	Aurangabad	545.96	672.33	769.14
56.		Gondia	0.00	21.32	157.01
57.		Juhu	1917.40	2462.89	2629.60
58.	Manipur	Imphal	724.05	1720.00	1125.00
59.	Meghalaya	Shillong (Barapani)	28.77	27.05	25.58
60.	Nagaland	Dimapur	69.65	221.72	145.45
61.	Odisha	Bhubaneshwar	1765.09	2184.93	2831.87
62.		Jharsuguda	0.00	0.78	2.16
63.	Punjab	Amritsar	3085.43	3553.43	5700.01
64.		Ludhiana	7.33	3.52	24.84
65.		Pathankot	0.00	3.16	0.00
66.	Rajasthan	Jaipur	3923.47	5625.02	6854.38
67.		Jaisalmer	1.80	0.24	0.04
68.		Jodhpur	209.41	379.12	424.24
69.		Kota	25.88	2.94	1.55
70.		Udaipur	1707.77	834.46	1239.87
71.	Tamil Nadu	Coimbatore	2818.66,	3413.83	3446.06
72.		Madurai	778.42	857.12	923.19
73.		Salem	1.03	25.17	294.09
74.		Tiruchirapalu	1371.23	2610.10	3654.85
75.		Tuticorin	62.52	63.62	71.51
76.		Vellore	-0.01	0.00	0.12
77.	Tripura	Agartala	843.73	1182.75	1552.90
78.		Kailashahar	0.00	35.78	0.00
79.	Uttar Pradesh	Agra	123.18	92.54	61.87
80.		Allahabad	73.44	30.83	30.12
81.		Gorakhpur	37.47	21.37	34.13
82.		Kanpur	45.69	34.53	256.81
83.		Lucknow	2913.45	4381.44	4947.11

1	2	3	4	5	6
84.		Varanasi	2446.28	1526.80	1984.17
85.	Uttanchal	Dehradun	109.34	151.93	311.34
86.		Pant Nagar	28.62	51.15	37.36
87.	West Bengal	Bagdogra	842.37	1115.95	1260.98
88.		Balurghat	0.00	0.71	0.02
89.		Behala	0.00	28.13	179.25
90.		Cooch-Behar	0.00	2.97	0.07
91.		Malda	0.00	0.41	4.87

Enrolment by UIDAI

1253. SHRI TARACHAND BHAGORA: Will the PRIME MINISTER be pleased to state:

(a) whether the UIDAI has been able to enroll about twenty crore residents within 17 months and is mandated to cover another 40 crores of residents in specific States/UTs, enabling the enrolled persons to open bank account, getting a mobile or LPG connection or a proof of identity and address for social welfare schemes;

(b) if so, the details of apprehension expressed by the Home Ministry pertaining to data collected for UID number in view of internal security of the country and personal privacy law; and

(c) the precautionary measures or amendments that could be introduced in the Aadhaar scheme in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) Yes, Madam. UIDAI has enrolled about 20 crore residents since September, 2010 till March, 2012 and has been given a mandate to enroll another 40 crore residents through non-registrar General of India (RGI) registrars in specific States/UTs as per list enclosed as Statement.

Aadhaar number is an enabler and the purpose is to ensure better delivery of benefits and services based on establishment of identity of the resident. The State Govt., and Central Govt. Ministries have been advised to review

the various schemes for service delivery and utilize and leverage Aadhaar as a platform for service delivery. Aadhaar number has been recognized as valid know your customer (KYC) document for opening bank accounts and proof of identity and as proof of address for obtaining mobile telephone connections and new LPG connections. Some of the State Governments have recognized Aadhaar number as proof of identity and proof of address for their resident centric schemes.

(b) and (c) Aadhaar project is a developmental initiative and not a security related initiative. UIDAI has a mandate to generate and issue an unique identification number to every resident who enrolls. It does not confer citizenship nor does it guarantee entitlements, which will be determined by the relevant statutory/implementing authorities. A number of processes have been put in place to ensure that the data collected by UIDAI is not accessed in any unauthorized manner. These include encryption of data at source, immediately on completion of enrolment; transfer of data to the data centre in encrypted and zipped format which is tamper proof; putting standard security infrastructure such as virtual providers, firewalls and intrusion prevention system in place and limiting physical access to UIDAI infrastructure and data to authorized personnel only. UIDAI has also issued data protection and security guidelines for Registrars, Enrolment Agencies, Logistics Services Providers, UIDAI employees, Authentications User Agencies, and Data Centre Service Providers. UIDAI will continue to engage with experts and Stakeholders to further ensure protection of privacy and confidentiality of information.

Statement*UIDAI*

Sl. No.	States/UTs
1.	Andhra Pradesh
2.	Chandigarh
3.	Daman and Diu
4.	Goa
5.	Gujarat
6.	Haryana
7.	Himachal Pradesh
8.	Jharkhand
9.	Karnataka
10.	Kerala
11.	Madhya Pradesh
12.	Maharashtra
13.	NCT of Delhi
14.	Puducherry
15.	Punjab
16.	Rajasthan
17.	Sikkim
18.	Tripura

Airline Services

1254. SHRI K.P. DHANAPALAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the airline services that have been suspended by the Government during each of the last three years and the current year alongwith the reasons therefor; and

(b) the measures taken by the Government to restore the suspended services?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) The only Scheduled Operator's Permit, which was suspended during the last three years is that of M/s. Paramount Airways Pvt. Ltd., which was placed under suspension w.e.f. 19th April, 2010, because they

did not pay the lease rental and their lease was terminated by the lessor resulting into de-registration of their aircraft. However, due to injunction Order passed by Hon'ble High Court of Madras, the same was revoked w.e.f. 30.4.2010, but again placed under suspension after disposal off the writ petition by Single Bench, Hon'ble Madras High Court. However, the orders were again kept under abeyance as per the Order dated 22.10.2010 received from Division Bench of Hon'ble High Court of Madras, in which, the Hon'ble Court also directed the Airline, not to commence flying operations, unless permitted by the Court. Directorate General of Civil Aviation (DGCA) after conducting several preparedness meeting to assess the availability of manpower and infrastructure, for re-starting operations by M/s. Paramount Airways, granted their No Objection with permission to import two Airbus A-320 aircraft. The Court has also granted permission to M/s. Paramount Airways for commencement of operations, however, the Airline so far has not responded further.

[Translation]

National Commission for Primary Education

1255. SHRI REWATI RAMAN SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has set up a National Commission for Primary Education for monitoring and successful implementation of the Right of Children to Free and Compulsory Education Act, 2009;

(b) if so, the details thereof;

(c) whether the said Commission has performed its functions satisfactorily; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (d) Section 31 of the Right of Children to Free and Compulsory Education (RTE) Act provides that the National Commission for Protection of Child Rights (NCPCR) constituted under Section 3 and the State Commission for Protection of Child Rights (SCPCR) constituted under Section 17 of the Commission for Protection of Child Rights Act, 2005 shall, in addition to the functions assigned to them under that Act, also examine and review the safeguards for rights provided by or under this Act and recommend measures for effective

implementation and inquire into complaints relating to child's right to free and compulsory education. The NCPCR has received several grievances relating to rights of the child under the RTE Act and has taken steps for redressal of such grievances.

Eradication of Poverty

1256. SHRI RAMASHANKER RAJBHAR: Will the PRIME MINISTER be pleased to state:

- (a) whether the Government is committed to eradicate poverty;
- (b) if so, the details thereof;
- (c) if not, the time by which poverty will be eradicated from the country; and
- (d) the steps taken so far by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) to (c) Yes, Madam. Government is fully committed to working for the reduction and eventual elimination of poverty. The Eleventh Five Year Plan, for achieving inclusive growth, aims at reduction in the Head-Count Ratio of Consumption Poverty by 10 percentage points during the Plan period (2007-12).

(d) The Government has taken various measures to reduce poverty in the country through direct intervention by implementing programmes such as Mahatma Gandhi National Rural Employment Guarantee Act (MNREGA), Swarnajayanti Gram Swarozgar Yojana (SGSY), Indira Awas Yojana (IAY), Antyodaya Anna Yojana (AAY), Targeted Public Distribution System (TPDS), Jawaharlal Nehru National Urban Renewable Mission (JNNURM), Swarna Jyanti Shahri Rozgar Yojana (SJSRY), etc. All these programmes, and government policies relating to inclusive economic growth, aim at reducing the incidence of poverty and improving living condition of poor in the country. Over the years, the sharp edges of acute poverty and deprivation have been blunted as a result of various programmes and policies of the Government, as also there has been a reduction in the percentage of people living below poverty.

Expansion of Postal Services

1257. SHRI MAHENDRASINH P. CHAUHAN:
SHRI JAGDANAND SINGH:

SHRI NISHIKANT DUBEY:
SHRI C. SIVASAMI:
SHRI AMBICA BANERJEE:
SHRI BHOOPENDRA SINGH:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

- (a) whether the Government has formulated any comprehensive working plan for the development, expansion and modernization of the postal services;
- (b) if so, the details thereof alongwith the proposed financial allocation in this regard;
- (c) the norms/guidelines for setting up of Speed Post Centres and the number of Speed Post Centres proposed to be set up in the next two years;
- (d) the number of complaints received for late-delivery and non-delivery of speed post articles alongwith the action taken by the Government thereon;
- (e) whether the Postal delivery system of private courier companies is more efficient and prompt than the Postal Department; and
- (f) if so, the corrective steps taken by the Government to provide better sendees, particularly the speed post service to the customers?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI SACHIN PILOT): (a) Yes, Madam.

(b) Major activities for development, expansion and modernization of postal services as laid out in XII Five Year Plan include Opening of Branch Post Offices, Setting up of Automatic Mail Processing Centers, Development and Deployment of Rural ICT Solution, Deployment of Core Banking, Increasing Insurance, Cover, Establishment of Parcel and Logistics Post Hubs, Upgradation of Speed Post Centers, Human Resource Training to Personnel, Construction of Post offices/administrative offices, Installation of Solar Power Packs and Setting up of Postal Training Centers.

An amount of Rs. 12,000 crore has been proposed for the XII Five Year Plan.

(c) The erstwhile Speed Post Centres have been reconstructed in the form of Speed Post Sorting Hubs for operational purposes. Sorting hubs have been set up taking into account the following factors:-

- (i) Speed Post Mail handled by a city/town
- (ii) Connectivity of city/town in term of air, rail and road.
- (iii) Distance of a city proposed for sorting hub from post offices and other hubs; and
- (iv) Mail generations potential of the city/town under consideration.

No new Speed Post Sorting Hubs are proposed for opening in the next two years.

(d) The total number of complaints received during the year 2011 are 1,48,381 out which 67,420 are for late delivery and 80,961 are for non-delivery of speed articles.

A mechanism has been set up in the department for prompt disposal of complaints through Customer Care Centre in all Postal Divisions. Instructions are issued to Divisions for cent-percent handling and settlement of web-based complaints. While specific instances are resolved individually, system defects that come to notice are rectified to avoid recurrence of such instances.

- (e) No, Madam.
- (f) Does not arise in view of (e) above.

[English]

Security of Teachers

1258. SHRIMATI MANEKA GANDHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) whether the Government is aware of attacks on female teachers posted in rural areas and have to travel long and unsafe distances to teach in schools;
- (b) if so, the details thereof;
- (c) whether the Government has taken any steps to ensure the security of these teachers;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) The subject 'Education' falls in the Concurrent list of the Constitution of India while 'law and order' is in the State list. All the matters relating to recruitment, service conditions of teachers and law and

order come under the domain of concerned State/UT Governments.

(c) to (e) With regard to ensuring the security of teachers, the Centrally Sponsored Scheme of Rashtriya Madhyamik Shiksha Abhiyan (RMSA) inter-alia, provides residential quarters for Teachers in remote/hilly areas/ in areas with difficult terrain. Setting up of 2014 Residential Quarters for Teachers in these areas has been approved under RMSA.

E-Governance

1259. SHRI HEMANAND BISWAL:
SHRI KALIKESH NARAYAN SINGH DEO:
SHRI PRALHAD JOSHI:
SHRI M.K. RAGHAVAN:
SHRI NILESH NARAYAN RANE:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

- (a) the number of districts covered under various schemes/projects including E-district scheme under National E-Governance Programme till date, State-wise;
- (b) the list of pending electronic delivery services which are yet to be made available to the people under E-district scheme, State-wise;
- (c) the percentage of the total population covered under E-Governance programme and the time frame fixed for the scheme to cover the entire country;
- (d) whether the implementation of all the schemes under E-Governance are on track;
- (e) if not, the reasons therefor and the measures taken by the Government in this regard; and
- (f) the training module extended to the field level functionaries for capacity building, State-wise including Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI SACHIN PILOT): (a) Under the National e-Governance Plan, all districts of the country are covered by the scheme of CSCs, SWAN and w-District. The State-wise no. of districts is given in the enclosed Statement-I.

(b) The e-District scheme enables electronic delivery of high volume citizen services at the District level. The list of services included under the scheme for implementation of e-District MMP that are under

implementation in various States is given in the enclosed Statement-II.

(c) Under the National e-Governance Program, the entire country is covered. As per approval of the e-District Project, the time frame for implementation is 2010-11 to 2014-15.

(d) The time frames of various NeGP projects vary from project to project. The status of implementation of the

projects taken up under NeGP is given in the enclosed Statement-III.

(e) Regular review of Projects is carried out by the APEX committee under NeGP along with follow up with the State Governments to ensure timely completion of Projects.

(f) Under Capacity building, the following training programs have been organised covering all states including Kerala. The details are given in the enclosed Statement-IV.

Statement-I

The number of districts covered under various schemes/projects including e-istrict scheme under National e-Governance Programme till date, State-wise

Sl. No.	Name of State	No. of districts covered under e-District MMP	No. of districts covered under CSC	No. of districts covered under SWAN
1	2	3	4	5
1.	Andaman	3	3	3
2.	Andhra Pradesh	23	23	23
3.	Arunachal Pradesh	16	16	16
4.	Assam	27	27	27
5.	Bihar	38	38	38
6.	Chandigarh	1	1	1
7.	Chhattisgarh	18	18	18
8.	Dadra and Nagar Haveli	1	1	1
9.	Daman and Diu	2	2	2
10.	Delhi	9	9	9
11.	Goa	2	2	Nil
12.	Gujarat	26	26	26
13.	Haryana	21	21	21
14.	Himachal Pradesh	12	12	12
15.	Jammu and Kashmir	22	22	22
16.	Jharkhand	24	24	24
17.	Karnataka	30	30	30
18.	Kerala	14	14	14

1	2	3	4	5
19.	Lakshadweep	1	1	1
20.	Madhya Pradesh	50	50	50
21.	Maharashtra	35	35	35
22.	Manipur	9	9	9
23.	Meghalaya	7	7	7
24.	Mizoram	8	8	8
25.	Nagaland	11	11	11
26.	Odisha	30	30	30
27.	Pondicherry	4	4	4
28.	Punjab	20	20	20
29.	Rajasthan	33	33	33
30.	Sikkim	4	4	4
31.	Tamil Nadu	32	32	32
32.	Tripura	4	4	4
33.	Uttar Pradesh	71	71	71
34.	Uttarakhand	13	13	13
35.	West Bengal	19	19	19
Total		640	640	638

Statement-II*State-wise list of e-Districts Services*

Sl. No.	State	Services	Additional Services
1	2	3	4
1.	Uttar Pradesh	Certificates, Pension, Revenue Court- Due and Recovery, Grievances, PDS, RTI	Employment
2.	Assam	Certificates, Pension, Revenue Court, PDS, Grievances, RTI	Electoral Services
3.	Punjab	Certificates, Social Security (Pension), Revenue Court-Due and Recovery, Grievances, PDS, RTI	Licenses, Copying Services, Marriage Services, others like Transport, Utility, Passport, Employment
4.	Madhya Pradesh	Certificates, Social welfare (Pension), Revenue Court-Due and Recovery, Grievances, PDS, RTI	Arms License, Education -Vyapam, Land records, Utility Services, Marriage Registration

1	2	3	4
5.	Bihar	Certificates, Social welfare (Pension), Grievances, PDS, RTI	Land & Revenue, Office & DAK Management, Election Services, Various Services Module, Document Management
6.	Haryana	Certificates, Social welfare(Pension), Revenue Court -Due and Recovery, Grievances, PDS, RTI	Agriculture, Utility, Education
7.	Kerala	Revenue, Public Distribution System, RTI/Grievance Services	Agriculture, Police (Home), Election - Transport, District Passport Cell (Home), LSGD
8.	Tamil Nadu	Certificates, Revenue Courts, Govt. Dues and Recovery, Social welfare	Adi Dravidar Welfare, Agriculture, BC & MBC Welfare, Electoral Services, Employment Department, Utility
9.	West Bengal	Certificates, Social welfare (Pension), Revenue Court-Due and Recovery, Grievances, PDS, RTI	NSSS: IGNOAPS & NFBS, Licenses: Fire Arm & Explosives, Industry Services: Subsidy & PMEGP
10.	Jharkhand	Certificates, Pension, Revenue Court- Due and Recovery, Grievances, PDS, RTI	Consumer Courts, Electoral Services - Police Tracking info about FIRs, Utility Services
11.	Maharashtra	Certificates, Social welfare, Revenue Court- Grievances, RTI	Licenses and permissions (including revenue related), Election related
12.	Uttarakhand	Certificates, Social welfare (Pension), Revenue Court -Due and Recovery, Grievances, PDS. RTI	Panchayat Services, Health Services, Disaster Management Compensation, Employment (Except NREGS)
13.	Odisha	Certificates. Government Dues and Recovery, Revenue Court Cases, RTI/Grievances Services, Social Security Public Distribution System	Education, Health, Police and Transport Services, Dak Services, Other Services like Status Update Services
14.	Mizoram	Certificates. Revenue - Dues and Recovery, RTI/ Grievances Services	Land and Building, Arms license, Disaster Management
15.	Rajasthanm	Certificates, Revenue Court, Government Dues and Recovery, RTI	Land Conversion, Utility, Employment, Electoral, permission tree cutting and Compensation/relief

Statement

NEGP Scheme Sanction Status and Completion Dates

Sl. No.	Name of MMP	Scheme Sanction Status	Target Completion Date
1	2	3	4
Central MMPs			
1.	MCA 21	Sanctioned	September 2006 (Operational)

1	2	3	4
	2. Pensions	Sanctioned	March, 2007, March 2012 (Enhanced)
	3. Income Tax	Sanctioned	December, 2008 (Operational)
	4A Passport	Sanctioned	October, 2011 (Operational)
	4-B VISA & Immigration	Sanctioned	September, 2014
	5. Central Excise	Sanctioned	December, 2009 (Operational)
	6. Banking	Industry Initiative	
	7A NPR	Sanctioned	NA
	7-B UID	Sanctioned	March, 2011 (Operational)
	8. e-Office (Pilot)	Sanctioned	December, 2010 (Operational)
	9. Insurance		Industry Initiative
	10. India Post	Sanctioned	NA
Integrated MMPs			
	10. CSC	Sanctioned	March, 2011
	11-A e-Courts (Pre NeGP)	Sanctioned	Operational
	11-B e-Courts	Sanctioned	March, 2012
	12. EDI	Sanctioned	April, 2011 (Operational)
	13. India Portal	Sanctioned	November, 2005 (Operational)
	14. NSDG	Sanctioned	January, 2014 (Operational)
	15. e-Biz (Pilot)	Sanctioned	June, 2010
	16. e-Procurement	Sanctioned	NA
State MMPs			
	17. Land Records Ph. 1 (Pre-NeGP)	Sanctioned	Operational in 12 States
	18. Land Records Ph 2 & Registration, NLRMP	Sanctioned	August, 2016
	19. Road Transport	Sanctioned	NA
	20A Agriculture (Pre NeGP)	Sanctioned	Operational
	20-B Agriculture	Sanctioned	August, 2012
	21. Police CCTNS	Sanctioned	March, 2012
	22A Treasuries (Pre NeGP)	Sanctioned	Under Operation
	22-B Treasuries	Sanctioned	March, 2013
	23. Municipality	Sanctioned	December, 2013

1	2	3	4
24.	e-District	Sanctioned	March, 2012 (Pilot), April, 2014 (National Rollout)
25.	Commercial Taxes	Sanctioned	February, 2014
26.	Gram Panchayat	Revised EFC note & Revised DPR circulated	To be firmed up
27.	Employment Exchange	SFC Meeting held in Feb-11	Approval Date + 22 Months
28.	Public Distribution System (PDS)	Sanctioned	NA
29.	Health	Sanctioned	NA
30.	Education	Sanctioned	NA

Statement-IV

Details of Capacity Bulding Schemes organised including Kerala

Sl. No.	Name of the Program	No. of Programs	No. States/ UTs Covered	No. of Participants Trained
1.	Specialised Training for e-Governance Program (STeP) (11/2010 to till date)	58	19	1585
2.	State e-Governance Mission Team Orientation Trainings (1/2011 to Till date)	5	33	213
3.	Central eGoveraance Mission Team Training (5/2010 to till date)	1	0	13
4.	Chief Information Officers Training (11/2011 to Till date)	2	18	46
5.	e-Governance Leadership Meets (8/2009 to Till date)	21	19	1299

Included in the above list Cummalative training of 13 days was organised in Kerala to provide training on e-Governance to field level functionaries

Name of the Program	Days	Dates
e-Governance Training	5-day	17-21/01/2011
e-Governance Training	3-day	9-11/02/2011
e-Governance Training	5-days	6-10/02/2012

Security of Airports

1260. SHRI INDER SINGH NAMDHARI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Bureau of Civil Aviation Security (BCAS) is also responsible for the security of airports of the country;

(b) if so, the details thereof;

(c) whether the employees and officers of BCAS also work under the guidelines of Central Vigilance Commission (CVC) which limits the tenure of three years for officers;

(d) if so, whether some employees and officers of BCAS are posted at the same location/posts for more than a decade; and

(e) if so, the reasons therefor alongwith the corrective steps taken by the Government in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes, Madam. Bureau of Civil Aviation Security (BCAS) is an attached office under the administrative control of Ministry of Civil Aviation. It is the regulatory authority for Civil Aviation Security in India. The main responsibility of BCAS is to lay down standards and measures in respect of security of civil flights at international

and domestic airports in the country and ensure their compliance with oversight mechanism and quality control.

(c) to (e) As per the Central Vigilance Commission (CVC)'s guidelines, the officials working in sensitive posts are required to be rotated every two-three years. The last such transfer was carried out by the BCAS on 05.05.2011 for rotation of officers of BCAS holding sensitive posts.

Vacant Posts in BSNL and MTNL

1261. SHRI SURENDRA SINGH NAGAR:
SHRI DEVJI M. PATEL:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether a large number of posts in BSNL and MTNL in various categories in many telecom circles are lying vacant:

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

(c) the action taken by the Government to fill up the vacant posts in all the telecom circles;

(d) whether the job of Group C and Employees are transferable to other district/SSA as per revenue realization or working connections; and

(e) if not, the policy for distribution of Group C and D employees in proportion to revenue generation and telephone connection?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) to (c) No Madam. However, Bharat Sanchar Nigam Limited (BSNL) and Mahanagar Telephone Nigam Limited (MTNL) take appropriate necessary action for filling up their vacant posts for various categories in different Circles as per the requirement.

(d) and (e) At present there is no policy in BSNL and MTNL for distribution of Group C and D in proportion to revenue generation and telephone connection.

Discontinuance of Aadhaar Card Projects

1262. SHRIMATI BHAVANA PATIL GAWALI:
SHRI GANESHRAO NAGORAO
DUDHGAONKAR:

Will the Minister of PLANNING be pleased to state:

(a) whether the Government has decided to discontinue Aadhaar Card Project;

(b) if so, the reasons therefor;

(c) whether the Government has also decided to implement national identity number project of National Population Register;

(d) if so, the difference between the two projects; and

(e) the total expenditure incurred so far on the Aadhaar project?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) No, Madam.

(b) Does not arise.

(c) Yes, Madam.

(d) The Registrar General, India (RGI) is creating a National Population Register (NPR) of persons usually residing in India under the Citizenship (Registration of Citizens and Issue of National Identity Cards) Rules, 2003 read with the Citizenship Act, 1955. The Unique Identification Authority of India (UIDAI), on the other hand, is issuing Unique Identification Numbers (called Aadhaar numbers) to all residents as a developmental initiative. UIDIA is enrolling residents through the multiple registrar model. The RGI is one of the Registrars of the UIDAI.

(e) A total of INR 1067.86 crore has been spent on Aadhaar Project upto February, 2012.

[English]

Plight of Tamils in Sri Lanka

1263. SHRI P. LINGAM: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government's attention has been drawn to the miserable plight of Tamils in Sri Lanka;

(b) if so, the details thereof;

(c) whether the international community got shocked seeing the evidences about war crimes gathered by the UN Advisory Panel;

(d) if so, whether the Government has raised the issue with the UNHRC meeting recently held in Geneva;

(e) if so, the details thereof; and

(f) the steps taken by the Government to end the miseries of Sri Lankan Tamils?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) and (b) Since the end of conflict in Sri Lanka, the focus of Government has been on the welfare and well being of the Tamils citizens of Sri Lanka. Their resettlement and rehabilitation have been of the highest and most immediate priority. Government has implemented and continues to implement a wide range of projects covering assistance projects for IDPs in the areas of housing, de-mining, education, connectivity, livelihood restoration, economic revival, etc. It may be noted that due to our engagement with the Government of Sri Lanka on reconstruction and other issues, a modicum of normalcy is returning to the Tamil areas in Sri Lanka.

(c) to (f) Government has taken note of the Report of the United Nations Secretary General's Panel of Experts on Accountability in Sri Lanka. It may be recalled that the Panel was set up by the UN Secretary General with the objective of advising him on developments in Sri Lanka in the last stages of the conflict. It is, however, the responsibility of the Sri Lankan Government, in the first instance to investigate and inquire into the findings of the Report through a transparent process.

The issue of human rights allegations against Sri Lanka is yet to come up for formal discussion at the 19th Session of the UN Human Rights Council (UNHRC) in Geneva. Government has, however, emphasised to the Government of Sri Lanka the importance of a genuine process of reconciliation to address the grievances of the Tamil community through various constructive measures, to heal the wounds of the conflict and to foster a process of lasting peace and reconciliation in Sri Lanka. Government has also called upon the Government of Sri Lanka to ensure that an independent and credible mechanism is put in place to investigate in a time-bound manner allegations of human rights violations brought out by the Lessons Learnt and Reconciliation Commission (LLRC) set up by the Government of Sri Lanka. Government's objectives, as always, continue to remain the achievement of a future for the Tamil community in Sri Lanka that is marked by equality, dignity, justice and self-respect.

[Translation]

Skilled Manpower for IT

1264. SHRI KAPIL MUNI KARWARIA:
SHRI RAM SUNDAR DAS:
SHRI M.K. RAGHAVAN:
SHRI PARTAP SINGH BAJWA:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has assessed the requirement of electronic hardware in the country by 2025;

(b) if so, the details thereof and the measures taken to stimulate the growth of IT, ITES and electronic hardware manufacturing industry in the country;

(c) the strategy adopted for capacity building in educational institutions area to enhance the skilled manpower for development of human resources for Information Technology (IT) sector;

(d) whether the development and investment in IT sector is confined to cities; and

(e) if so, the action taken by the Government for promotion of IT in towns and rural areas?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI SACHIN PILOT): (a) and (b) To stimulate growth of the IT-ITES and electronic hardware manufacturing sectors, a Task Force was set up by the Government in August, 2009. As per the report of the Task Force, the demand for electronics hardware in the country has been projected to increase from USD 45 Billion in 2009 to USD 400 Billion by 2020. The salient measures taken to stimulate the growth of IT, ITES and electronic hardware manufacturing industry in the country are given in the enclosed Statement.

(c) Centre for Development of Advanced Computing (CDAC) and National Institute of Electronics and Information Technology (NIELIT) (formerly DOEACC Society) are engaged in providing training in the formal and non-formal sectors of Information, Electronics and Communication Technology (IECT) through their various centres, franchisees/accredited centres in the country. The Department is further expanding training capacity of these centres. In addition, training capacity in private sector is also being enhanced.

The Government has taken steps to set up a high speed (of gigabit capabilities) National Knowledge Network

(NKN) to interconnect institutions of higher learning. NKN aims to facilitate creation, acquisition and sharing of Knowledge resources among Universities, Libraries, Laboratories, Hospitals and Agricultural Institutions across the country.

Further, the Department has also taken initiatives which are primarily directed towards capacity building in certain niche areas such as to meet the emerging needs of knowledge-based industry. The efforts include initiation of projects in the area of Information Security and VLSI design and Scheme of Manpower Development for Software Export Industry.

(d) and (e) Software Technology Parks of India (STPI), an autonomous Society under the Department of Electronics and Information Technology, Ministry of Communications and Information Technology has set up 52 STPI Centres across the country, out of which 45 STPI Centres are located in smaller cities.

Department of Commerce, Ministry of Commerce and Industry vide Notification No. G.S.R.No: 597(E) dated 12 July, 2010 has amended Rule 5(b) of the SEZ Rules to relax the condition regarding minimum built-up area requirement in respect of SEZs located in B1 and B2 category cities, making them attractive for investment. The minimum built up area has been reduced to 50% of the requirement prescribed in the SEZ Rules in respect of SEZs located in B1 category cities and in respect of SEZs located in B2 category cities, it has been reduced to 25% of the area prescribed.

The Information Technology Investment Regions (ITIRs) Scheme of the Department of Electronics and Information Technology is expected to create new investment regions for Information Technology (IT)/ Information Technology Enabled Services (ITES) and Electronic Hardware Manufacturing Sector away from the big cities.

Statement

Measures taken to stimulate the growth of IT, ITES and Electronic Hardware manufacturing industry in the country

1. Approvals for all foreign direct investment upto 100% in the IT, ITES and electronic hardware manufacturing sector are under the automatic route.
2. The Government has approved the proposal to provide preference to domestically manufactured electronic products, in procurement of those electronic products which have security implications for the country and in Government procurement for its own use, consistent with our World Trade Organization (WTO) commitments.
3. The indirect tax structure has been rationalized to the extent feasible given that 217 tariff lines covered under the Information Technology Agreement (ITA-1) of WTO are exempted from basic customs duty.
4. Software is exempted from basic customs duty.
5. Government has constituted an Empowered Committee (EC) for identifying technology and investors for setting up Semiconductor Fabrication facilities in the country.
6. Under Software Technology Park (STP) and Electronics Hardware Technology Park (EHTP) Schemes, approved units are allowed duty free import of goods required by them for carrying on export activities, CST reimbursement and excise duty exemption on procurement of indigenously available goods, as per the Foreign Trade Policy.
7. 235 IT-ITES specific Special Economic Zones (SEZs) have been notified across the country. Income tax benefit is available for units located in SEZs under Section 10AA of the Income Tax Act.
8. Under the Focus Product Scheme of the Foreign Trade Policy, exports of listed electronic products are entitled to duty credit scrip equivalent to 2% FOB value of exports.
9. Several steps have been initiated to create a Communications and Brand Building Campaign for promotion of ESDM sector in India, including conducting National level and State level workshops and bringing out an e-Newsletter with the objective of keeping the ESDM stakeholder community better informed about the policy initiatives, decisions and actions of the Government in the sector.
10. For the promotion of Research and Development, a weighted deduction of 200% of expenditure incurred on in-house R&D in case of a company engaged in the business of electronic equipment, computers and telecommunication equipment is available under the Income Tax Act.
11. The Department of Electronics and Information Technology provides funding under several schemes for promotion of R&D, including support for International Patents in Electronics & IT (SIP-EIT);

Multiplier Grants Scheme and Scheme for Technology Incubation and Development of Entrepreneurs (TIDE) in the area of Electronics, ICT and Management.

DBI-ISLS Scheme

1265. SHRI PASHUPATI NATH SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has formulated any scheme to promote University Inter-Disciplinary Biology Department (VUILDER-Builder Scheme) for teaching and research schemes;

(b) if so, the details thereof;

(c) whether the Government proposes to launch a DBT-University Inter-Disciplinary School of Life Sciences for Advance Research and Education (DBIISLS) scheme to assist advance research and education in the universities;

(d) if so, whether the Government proposes to start it in the various States of the country including Jharkhand;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) As per the information furnished by the Department of Bio-Technology (DBT), DBT has been implementing the programme for upgradation and redesigning of life science departments of Central and State universities for advanced research and education in biological sciences and biotechnology during the XIth Plan. The scheme was initially named as DBT-Interdisciplinary Programme of Life Sciences (DBT-IPLS) and later was renamed as "Boost to University Interdisciplinary Life Sciences Department for Education and Research (DBT-BUILDER). The scheme is advertised in national and regional newspapers inviting proposals from universities every year since 2009-10. The basic objectives of the scheme is to increase the number of postgraduate students opting for life sciences at M.Sc. and Ph.D. levels; upgrade infrastructure and equipment for advance research in post graduate laboratories; provide seed money for research in emerging areas of biology and to strengthen the faculty for applying for extramural projects from various funding agencies.

(c) DBT has informed that it has no such proposal as at present.

(d) to (f) The DBT BUILDER scheme is not implemented State-wise. All Central and State universities listed by UGC are eligible for the competitive grants. No proposal has been received from the State of Jharkhand by DBT so far. So far 12 State/Central Universities have been supported for implementing the scheme, in 12 States.

Officers of SC/ST in Agreed List

1266. SHRI MAHABAL MISHRA: Will the Minister of COAL be pleased to state:

(a) the number of officers of Scheduled Castes and Scheduled Tribes category who have been kept in the Agreed List pertaining to coal mines of Western Coalfields Ltd. and the reasons therefor;

(b) the details of the norms for keeping the officers in the List;

(c) the details of the action taken after keeping the officers in the List;

(d) whether the officers kept in the above List but not found guilty, have been allocated work as earlier; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) and (b) 37 officials of Western Coalfields were kept in Agreed List for the year 2011 no caste/tribe-wise categorization is reflected in the list.

Agreed List is a confidential list prepared by the cers of the organization in consultation with Central Bureau of Investigation (CBI) includes the list of officers against whom there are complaints about their honesty and integrity. The purpose of the Agreed List is to keep a close scrutiny, a secret check, inquiry and investigation by the department and the CBI about reputation, their contacts, style of living, assets and financial resources and specific instance of bribery and corruption etc.

(c) The officers who appear in the Agreed List are advised to be posted to the Non-sensitive posts as per the guidelines of the Central Vigilance Commission.

(d) and (e) The advice of Vigilance Department for

transferring the officers appearing in the Agreed list from sensitive to non-sensitive posts is restricted to the period of their appearance in the Agreed list or in the list of officers of doubtful integrity.

[*English*]

Evaluation of Forest Products

1267. SHRI KHAGEN DAS: Will the PRIME MINISTER be pleased to state:

(a) the details of each of the forest produces that the Tribal Affairs Ministry has asked to evaluate Minimum Support Price (MSP);

(b) the justification behind the Planning Commission finding that the proposal of the Tribal Affairs Ministry giving MSP for forest product is unviable;

(c) whether any alternative suggestion has been given by the Planning Commission in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) A Committee was set up by Ministry of Panchayati Raj to examine issues of ownership, price fixation, value addition and marketing of Minor Forest Produce (MFPs) which recommended the introduction of Minimum Support Price (MSP) for MFPs. The Report was examined by a Committee set up to operationalise the decisions taken on the implementation of provisions of PESA in LWE affected districts pertaining to Minor Forest Produce. On the basis of the Report, introduction of Minimum Support Price (MSP) of the following 13 Minor Forest Produce (MFP) are under consideration:

- (1) Tendu, (2) Bamboo, (3) Mahuwa Flower, (4) Mahuwa Seed, (5) Sal Leaf, (6) Sal Seed, (7) Lac, (8) Chironjee, (9) Wild Honey, (10) Myrobalan, (11) Tamarind, (12) Gums (Gum Karaya) and (13) Karanji.

(b) to (d) The Ministry of Tribal Affairs has been advised to prepare a scheme for providing Minimum Support Price for Minor Forest Produce.

[*Translation*]

S-Band Spectrum

1268. SHRI BHUDEO CHOUDHARY:
SHRI VILAS MUTTEMWAR:
SHRI JAGDISH SHARMA:
SHRI BALKRISHNA KHANDERAO SHUKLA:
SHRI RAMESH BAIS:
SHRI ASADUDDIN OWAIISI:
SHRI RAJIV RANJAN SINGH ALIAS LALAN SINGH:
DR. MURLI MANOHAR JOSHI:
SHRIMATI SEEMA UPADHYAY:
SHRI MAHESHWAR HAZARI:
SHRI D.B. CHANDRE GOWDA:
SHRI NEERAJ SHEKHAR:
SHRIMATI NEENA SINGH:
SHRI YASHVIR SINGH:
SHRI KODIKKUNNIL SURESH:
SHRI ARJUN RAM MEGHWAL:
SHRIMATI USHA VERMA:
SHRIMATI SUSHILA SAROJ:
SHRI P.C. MOHAN:
SHRI P.C. CHACKO:

Will the PRIME MINISTER be pleased to state:

(a) whether the high level Committee constituted for probing the deal between Antrix Corporation Limited and Devas Multi-Media Limited for S-band Spectrum after annulment of the said deal has submitted its report;

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

(c) whether the Committee has noticed glaring procedural lapses while finalizing the whole deal;

(d) if so, the details thereof and the action taken by the Government against the officials/scientists found responsible for losses to the exchequer and favouring Devas Multi-Media;

(e) whether it is a fact that scientists have not been given an opportunity to put their view point during the course of the said probe;

(f) if so, the reasons therefor; and

(g) the other steps taken/being taken by the Government on the recommendations of the Committee and also to ensure that such irregularities do not happen in future?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) Yes Madam. The High Level Team (Pratyush Sinha Committee) has submitted its report.

(b) The conclusions and recommendations of the High Level team have been put on the ISRO website (www.isro.gov.in) and Department of Space website (www.dos.gov.in).

(c) Yes, Madam.

(d) The High Level Team (HLT), while detailing its findings, has pointed out that there have been serious lapses of judgment on the part of number of officials. In case of some, their actions verged on the point of serious violation of norms and breach of public trust. The HLT also has identified officers responsible for various types of commissions and omissions. HLT noted that the approval process of the Agreement was riddled with incomplete and inaccurate information given to Cabinet and Space Commission. HLT observed that the terms of the Agreement were heavily loaded in favour of Devas. Therefore the HLT concluded that there have been not only serious administrative and procedural lapses but also suggestion of collusive behavior on the part of certain individuals.

The High Level Team, on the balance of facts and evidences available has come to the conclusion that four officers are responsible for various acts of commissions and four other officers responsible for the acts of omission.

Based on the findings of the High Level Team, four former scientists of the Department of Space have been excluded from re-employment, committee roles or any other important role under the Government and have been divested of any current assignment/consultancy with the Government.

(e) and (f) No, Madam. The High Level Team had sent detailed letters to all the above four officials in July, 2011 seeking clarifications for their involvement in various lapses and issues, including those pointed out by High Powered Review Committee. While requesting clarifications within 10 days, it was also stated that (i) In case there is a requirement, the officer may also be requested to appear before the HLT and (ii) If the officer desires, the HLT would be willing to give opportunity for personal hearing and giving views regarding the agreement. HLT received written replies from the above four officers. Chairman of the HLT provided opportunity for personal hearing as requested by

former Chairman of ISRO. Former Chairman of ISRO followed it up with a letter to Chairman, HLT on August 10, 2011.

(g) Based on the recommendations of the High Powered Review Committee and the recommendations of the High Level Team a set of other actions have been taken by, Department of as given below:

- i. Secretary, DOS/Chairman, ISRO relinquished the post of Chairman, ANTRIX. A full-time Chairman-cum-Managing Director has been appointed on July 7, 2011. A Coordination Management Committee under the Chairmanship of Secretary, DOS was constituted with representatives from ISRO and ANTRIX. The Antrix Board is being re-constituted.
- ii. DOS secretariat has been strengthened by appointing a Director (Legal) and Director (Projects and Procurement). Appointment of a Director level functionary for Costing is under process. The Internal Audit function of DOS has been restructured and strengthened with (i) A centralized internal Audit, (ii) An Audit plan and Audit calendar and a training scheme put in place.
- iii. The Satellite Communication and Navigation Programme Office, at ISRO/DOS Headquarters, has been restructured into three separate Wings, dealing with (i) Frequency Management, (ii) SATCOM Policy Implementation and (iii) Satellite Communication programmes.
- iv. SATCOM Policy (1997) as well as the Norms, Guidelines and Procedures (2000), approved by Cabinet have been put on the ISRO Website in July, 2011 and later on the DOS Website.
- v. Prof. Goverdhan Mehta has been added as Member in the Space Commission to give a different perspective as a scientist.
- vi. A Standing Project Appraisal Committee is constituted to review all Project proposals before being taken up to Space Commission for approval.
- vii. Space Commission is periodically apprised on matters related to ANTRIX.
- viii. The reconstituted INSAT Coordination Committee (ICC) has already met twice during 2011. Technical Advisory Group and Standing Pricing Committee have also been activated. The allocation of transponders of GSAT-8 and GSAT-12 has been

cleared by ICC on November 29, 2011. ICC is evolving revised guidelines for transponder allocation in future. Costing and revision in pricing are being addressed by ICC. Matters related to orbital slots and spectrum, including possible usage of S-band orbital slots available with DOS, are also being addressed by ICC.

- ix. A revised utilization plan has been made for GSAT-6 and GSAT-6A satellites, taking into account the strategic and societal imperatives of the country.
- x. Ministry of Corporate Affairs and Department of Revenue have been requested to conduct necessary investigation for possible acts of omission and commission.

[English]

Survey on Higher Education

1269. SHRI JAGDANAND SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) whether the Government has decided to launch survey on the state of higher education in the country;
- (b) if so, the details thereof alongwith the name of the agency selected to conduct the said survey;
- (c) the details of the progress achieved so far in this regard, State-wise;
- (d) whether any timeframe has been fixed to

expedite work on this survey;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Ministry collects data annually in respect of higher education sector in the country from all States and Union Territories and publishes it in annual publication "Statistics of Higher & Technical Education". States/UTs collect data from the institutions of higher learning located in the State/UT. However, with the growing size and diversity of the higher education sector particularly in terms of courses, management and geographical coverage, it has become necessary to develop a sound data-base on higher education. For this purpose, Ministry has initiated an All India Survey on Higher Education. National University of Educational Planning and Administration (NUEPA) has been given the responsibility to provide administrative, financial and organisational support to the survey.

(c) to (f) A portal (<http://aishe.gov.in>) has been developed on which all the Institutions have to register and upload data. There is provision to generate dynamic reports. As soon as institutions upload their data on the portal, reports are automatically populated. Institutions have been requested to upload their data on portal. The number of Institutions which have uploaded data is given in the enclosed Statement.

Statement

State-wise Details of Forms Uploaded on the Portal for All India Survey on Higher Educationas on 19/3/12, 4:37 PM

State	University	College	Stand-Alone
1	2	3	4
Andaman and Nicobar			1
Andhra Pradesh	9		22
Arunachal Pradesh	1		
Assam	4	22	
Bihar	13	48	1
Chhattisgarh	3		24

1	2	3	4
Daman and Diu		1	1
Delhi	7	5	9
Goa			1
Gujarat	32	742	109
Haryana	8	4	9
Himachal Pradesh	11	26	15
Jammu and Kashmir	3		1
Jharkhand	3		1
Karnataka	24	179	449
Kerala	5	17	97
Madhya Pradesh	8		
Maharashtra	20	202	304
Manipur	1		
Meghalaya	3		4
Mizoram	1	28	9
Nagaland	1	4	
Odisha	3		
Puducherry	1	22	3
Punjab	7		13
Rajasthan	9		7
Sikkim	2	4	1
Tamil Nadu	19	53	99
Tripura	1	4	1
Uttar Pradesh	21	100	13
Uttarakhand	6		
West Bengal	10	15	2

[Translation]

Nuclear Power Plant

1270. SHRI JAI PRAKASH AGARWAL:

SHRI NISHIKANT DUBEY:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government is holding talks with foreign companies for supplying equipments for construction of nuclear reactors;

(b) if so, the details thereof;

(c) whether the technology adopted by the Government in the field of nuclear power is costly in

comparison to that of Russia, China and other developed countries;

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

(e) the steps taken by the Government to setup and operate projects in the country on the lines of the projects in Russia, China and other developed countries?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) Nuclear Power Corporation of India Limited (NPCIL), a Public Sector Undertaking under the Department of Atomic Energy, is having discussions with foreign companies for supply of equipments for setting up large capacity Reactors on technical cooperation basis. These companies are M/s. Atomstroyexport (ASE) of Russian Federation, M/s. AREVA of France, M/s Westinghouse Electric Company (WEC) and M/s. GE Hitachi Nuclear Energy of USA.

(c) No, Madam. The cost of nuclear power, inter-alia, depends on the type of technology, life of plant, cost of fuel etc. The levelised cost of power from Light Water Reactors (LWRs) being set up in the country with foreign technical cooperation is expected to be comparable to that of similar plants in developed countries.

(d) and (e) Do not arise.

Irregularities in Awarding Advertisement Contracts

1271. SHRI TUFANI SAROJ:
SHRI BALIRAM JADHAV:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether cases of misappropriation of marketing and advertising funds worth several crores of rupees in Bharat Sanchar Nigam Limited (BSNL) have been reported;

(b) if so, the details thereof;

(c) whether the advertisement contracts were awarded to the firms which were not empanelled with the BSNL;

(d) if so, the details thereof alongwith the names of such firms;

(e) whether any probe has been conducted in this

regard; and

(f) if so, the details thereof and the action taken by the Government against the officials responsible for such irregularities?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) to (f) There are two complaints regarding alleged misappropriation/irregularities in handling of marketing/advertisement in Bharat Sanchar Nigam Limited (BSNL). In one complaint, Direct Inquiry has been conducted by Central Vigilance Commission (CVC) and handed over the matter to the Central Bureau of Investigation. The other complaint has been referred by CVC to Department of Telecommunications for examination.

[English]

Autonomy to IIMs

1272. SHRI KALIKESH NARAYAN SINGH DEO:
SHRI KIRTI AZAD:
SHRI P.L. PUNIA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has decided to implement the recommendations of R.C. Bhargava Committee for autonomy of Indian Institutes of Management (IIMs);

(b) if so, the details thereof;

(c) whether the Government has made consultations with various stakeholders before finalizing the issue of extending such autonomy;

(d) if so, the details thereof and the reaction of the stakeholders in this regard;

(e) whether certain IIMs have demanded graduate degree instead of diploma for their students;

(f) if so, the details thereof and the reaction of the Government thereon;

(g) whether awarding of a degree instead of a diploma will enhance prospects of students globally and nationally; and

(h) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D.

PURANDESWARI): (a) to (d) The recommendations of R. C. Bhargava Committee for autonomy of Indian Institutes of Management (IIMs) have been considered in consultation with the stakeholders like the Chairpersons and Directors of the IIMs and it has been decided that the IIMs will continue to have autonomy in the matter of academics, to open centres in India and abroad, to amend rules within the framework of Memorandum of Association & Rules, to approve their own budget etc.

(e) Yes.

(f) to (h) The proposal of IIMs for degree granting status is under consideration.

Vocational Courses by CBSE

1273. SHRI GAJANAN D. BABAR:
SHRI DHARMENDRA YADAV:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government had introduced a new vocational course to breaking into the job market;

(b) if so, the details thereof;

(c) whether the said vocational course would be implemented through polytechnics and engineering colleges; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (d) Central Board of Secondary Education (CBSE) had introduced the following job oriented vocational courses in collaboration with industries/professional institutions:

(i) Financial Market Management (FMM)

(ii) Geo spatial Technology (GST)

(iii) Food and Beverage services

(iv) Mass Media Studies and media production

These vocational courses are being taught in CBSE affiliated Senior Secondary Schools.

Self-Financed Private Colleges

1274. SHRI MANOHAR TIRKEY:
SHRI PRASANTA KUMAR MAJUMDAR:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is aware that several University Grants Commission (UGC) recognised universities have been amending their statutes in order to bring self-financed private undergraduate colleges under their ambit;

(b) if so, the details of the universities who have revised their statutes for this purpose in the last three years;

(c) the conditions stipulated by UGC for allowing such changes in statutes by the universities;

(d) the details of the instances where UGC de-recognised any university failing to adhere these conditions; and

(e) the fate of the students in such events?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Universities are fully autonomous entities which are set up through either a Central legislation or State Act. The Universities have powers to frame new Statutes and amend or repeal the existing Statutes after following the procedure prescribed in the legislation governing the University. Therefore, the record of revision of Statutes is not maintained either at UGC level or at Central Government level. University Grants Commission (UGC) has reported that it has framed UGC (Affiliation of Colleges by Universities) Regulations, 2009 for regulating affiliation of colleges to Universities. The recognized universities are allowed to affiliate colleges located in the same states including self financing colleges after fulfillment of conditions stipulated in the UGC Regulations, 2009.

(c) UGC has reported that it has not stipulated any such conditions, since universities are free to revise their Statutes.

(d) and (e) In view of the above, do not arise.

Augmentation of Cell Towers

1275. SHRI G.V. HARSHA KUMAR:
DR. P. VENUGOPAL:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether after introduction of 3G and BWA Service, the requirement for mobile towers has increased or is likely to increase to cater to the needs of the increasing mobile subscribers;

(b) if so, the estimated requirement of mobile towers by 2014;

(c) whether the Government has assessed the requirement of estimated investment to power the entire telecom towers in the country;

(d) if so, the details thereof; and

(e) the steps taken by the Government to meet the growing demand of mobile towers and arrange required investment for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) Madam, the Wireless Planning and Coordination Wing of Department of Telecommunication issues clearances for installation of antennae/towers for mobile as well fixed telecommunication services. In the case of mobile telecommunication services i.e. 2G, 3G and BWA-including Internet services, the department has issued following number of antennae clearances, year-wise.

Sl. No.	Year	Number of cleared antennas
01	2008	266048
02	2009	326289
03	2010	250920
04	2011	180236
05	2012 (till date)	24152

From the above, it is seen that there has been a declining trend in the number of antennae/towers installed for the mobile services during the past two years and thus introduction of 3G and BWA services has so far not caused any rise in number of towers/antenna during preceding years.

(b) Madam, the most of the towers are being added by the respective telecom service providers themselves as per their technical and business requirements. It may so happen that a single tower may be shared by multiple services i.e. 2G, 3G and BWA etc. and by multiple service providers. In view of this, exact estimation of requirement of towers could no be assessed so far.

However, the Government has set up a fund called USO (Universal Service Obligation) Fund to provide financial assistance for encouraging the Infrastructure Provider Companies to set up towers in remote/rural areas

of the country. Till 31st March, 2011, a total of 7283 towers out of a total sanctioned number of 7354 towers were installed and commissioned.

In the second phase, a total of 10,000 more towers have been planned by USO Fund.

(c) to (e) Madam, the expenses to provide power for the operation of telecom towers/equipment is born by the telecom service providers themselves; therefore, the Government of India is not required to separately invest for providing power to these towers.

As stated above, the Government has set up a fund called USO (Universal Service Obligation) Fund to provide financial assistance for encouraging the Infrastructure Provider Companies to set up towers in remote/rural areas of various parts of the country. Till 31st March, 2011, a total of 7283 towers out of a total sanctioned number of 735 towers were installed and commissioned. A total of Rs. 147.2135673 crores were spent from the year 2008-09 to 2010-2011 under USO Fund.

In the second phase, a total of 10,000 more towers have been planned by USO Fund.

Human Space Flight Programme

1276. SHRI KIRTI AZAD: Will the PRIME MINISTER be pleased to state:

(a) whether ISRO had made a recommendation to start a human space flight programme;

(b) if so, the details of proposed fund allocation under various heads;

(c) whether a study has been undertaken to assess if this will divert funds from use of space technology for national development needs;

(d) if so, the details thereof; and

(e) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) Indian Space Research Organisation (ISRO) has initiated pre-project Research and Development activities focusing on critical technologies for Human Space Flight Programme. The funds allocated towards this are to the tune of Rs.145 Crores. The distribution of funds for the various technical activities are under the major heads, Crew Module System

(Rs. 61 Crores), Man rating of launch vehicle (Rs. 27 Crores), Study Contracts with national and international institutions (Rs. 36 Crores) and other activities like aerodynamics characterisation and mission studies (Rs. 21 Crores).

(c) Yes, Madam.

(d) As part of the preparation of the Project Report of the Human Spaceflight Programme, a study has been conducted on absorbing the programme into the overall plans of ISRO without de-emphasizing other commitments.

(e) Does not arise.

Discussion on Syria

1277. SHRI GUTHA SUKHENDER REDDY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government has held discussions with Arab League on Syria;

(b) if so, the details thereof;

(c) the outcome of the discussions; and

(d) the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI E. AHAMED): (a) and (b) The Government of India maintains regular contact with the League of Arab States (Arab League) on a number of important regional and global issues including the developments in Syria. The issue of Syria was discussed during the last meeting between Hon'ble External Affairs Minister and Secretary General of the Arab League in Cairo on 3rd March, 2012. During the meetings, Arab League, inter alia, briefed India on the developments in Syria.

(c) and (d) India conveyed to Arab League that all sides must abjure violence in Syria and engage in political dialogue and resolve the crisis taking into account the aspirations of the people of Syria. The process should be Syria-led without external interference. The Arab League has taken a number of initiatives in resolving the Syrian issue. Government of India is of the view that the Arab League, as an important regional organization, should play its required and historic role in promoting political dialogue among the Syrian parties.

Reclamation of Coal Mines

1278. SHRI BANSA GOPAL CHOWDHURY: Will the Minister of COAL be pleased to state:

(a) whether the Government is aware that Coal India Limited lays waste in large tracts running into thousands of hectares flouting Environment Ministry's guidelines;

(b) if so, the details thereof;

(c) the details of the total area covered by opencast mines as of March, 2011 State-wise; and

(d) the area reclaimed so far, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) Coal India Limited is not flouting the guidelines of the Environment Ministry and not wasting large tracts of land.

(b) Does not arise in view of the answer given in Part (a) of this question.

(c) and (d) The estimated details of total area covered by opencast mines as on March, 2011 and the area reclaimed State wise are as under:

(in Hectares)

State	Total Area of Opencast mines (excavated) as of March 2011	Total Area Reclaimed
West Bengal	1345.79	1074.00
Jharkhand	8409.77	5170.92
Madhya Pradesh	4397.14	1708.38
Uttar Pradesh	1263.37	168.99
Chhattisgarh	4567.91	1693.59
Odisha	3458.03	1917.09
Maharashtra	5170.00	532.13
Assam	119.62	19.80

Pending Cases in CBI

1279. SHRI NISHIKANT DUBEY: Will the PRIME MINISTER be pleased to state:

(a) whether a number of cases are pending in

different Central Bureau of Investigation (CBI) courts;

(b) if so, the details thereof; and

(c) the number of special CBI courts set up and in operation during the last three years and the current year, State-wise and year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) Yes Madam, there are 9964 CBI cases pending trial as on 29.2.2012. The agewise details of the under trial cases are as follows:

Age wise	No. of Cases pending trial (as on 29-2-2012)
<2 years	1,807
2-5 years	2,884
5-10 years	2,891
10-20 years	2,025
>20 years	3,57
Total	9964

(c) The state-wise details of Special CBI Courts set up and in operation during the last three years and the current year, State-wise and year-wise are given in the enclosed Statement.

Statement

Name of the State		Location of the Court	No. of Court started functioning	Year when started functioning
1	2	3	4	5
Hyderabad Zone				
	Karnataka	Bangalore	02	2010
		Dharwad	01	2011
Patna Zone				
	Bihar	Patna	03	2011
	Jharkhand	Ranchi	02	2011
		Dhanbad	04	2011
Delhi Zone				
	Delhi	Delhi	12 (out of 15)	09-2011 03-2012
	Rajasthan	Jaipur	02	2011
Lucknow Zone				
	Uttar Pradesh	Lucknow	04	2010

1	2	3	4	5
		Ghaziabad	02	2010
Mumbai Zone-I				
	Maharashtra	Mumbai	03	2010
		Nagpur	01	201.1
		Amravati	01	2011
		Pune	01	2011
Mumbai Zone-II				
	Gujarat	Ahmedabad	02	2011
Chandigarh Zone				
	Jammu and Kashmir	Jammu	01	2011
	Haryana	Panchkula	01	2011
Bhopal Zone				
	Madhya Pradesh	Bhopal	01	2009
		Jabalpur	01	2009
	Chhattisgarh	Raipur	01	2012
Kolkata Zone				
	West Bengal	Kolkata	05 (out of 06)	03-2011 02 - 2012
Chennai Zone				
	Tamil Nadu	Chennai	03	2010
	Kerala	Thiruvananthapuram	01	2011
Total			54	

Model Schools

1280. SHRI SURESH KALMADI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details and the current status of the revised proposal of the Government of Maharashtra for sanctioning Central share (75%) of Rs. 97.395 crores for starting Model Schools in 43 educationally backward blocks of the State to impart education to children in their neighbourhood from 6th to 12th standard; and

(b) the reasons for delay in approval and release of requested grant for the centrally sponsored scheme?

THE MINISTER OF STATE IN THE MINISTRY OF

HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) The Ministry has sanctioned model schools in all the 43 educationally backward blocks of Maharashtra and an amount of Rs. 29.27 crore has also been released to the State Government in this regard.

[Translation]

Vocational Education in Schools

1281. DR. BHOLA SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government proposes to introduce vocational educational courses from ninth class in the Government schools;

(b) if so, the details thereof;

(c) whether the draft of the said scheme has been formulated; and

(d) if so, the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (d) Yes Madam. The revised Centrally Sponsored Scheme (CSS) "Vocationalisation of Higher Secondary Education" was approved by the Cabinet Committee on Economic Affairs (CCEA) on 15.9.2011 for imparting vocational education in Classes XI-XII. Pilot projects in Class IX have also been approved within the Scheme for implementation in Haryana and West Bengal. The sectors selected are Retail, IT, Automobile and Security. Proposals from 7 States, including Haryana and West Bengal, under the revised Scheme have been received by the Ministry.

Exhibition at IGI Airport

1282. SHRI PREMDAS:

SHRI RAVINDRA KUMAR PANDEY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the works of many famous artists were exhibited at Indira Gandhi International Airport of Delhi before its renewal and expansion;

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

(c) the reasons for not exhibiting the said works of famous painters at new airports and the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes, Madam. Art works of Late Shri M.F. Hussain and Smt. Anjali Menon were displayed in the Terminal-2 and Ceremonial lounge of Terminal-2 respectively.

(c) Presently, the art works of late Shri M.F. Hussain's are prominently displayed at Terminal-3 Arrival level. The art work by Smt. Anjali Menon which belonged to Ministry of External Affairs (MoEA) has been taken back by MoEA- To give a natural flavour to Terminal-3, Delhi International Airport Private Limited has prominently displayed numerous arts works done by leading Indian artists.

[English]

Poverty Alleviation

1283. SHRI L. RAJAGOPAL: Will the PRIME MINISTER be pleased to state:

(a) the details of the poverty alleviation programmes being implemented in the country including Andhra Pradesh during the last three years, year-wise and scheme-wise;

(b) the physical targets set and achieved in each of the above schemes during the above period; and

(c) the extent to which the Government has been able to reduce the poverty after implementation of these schemes?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) The Government is implementing a number of poverty alleviation programmes in the country to increase the income levels of the poor. The major schemes and programmes in operation in the country including Andhra Pradesh during the last three years in this regard are (i) Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA), which provides a legal guarantee of at least 100 days of wage employment in a financial year to rural household, whose adult member volunteer to do unskilled manual work; (ii) Swarnajayanti Gram Swarozgar Yojana (SGSY), a holistic programme covering all aspects of self-employment, such as organization of rural poor into Self Help Groups and their capacity building, training, planning of activity clusters, infrastructure development, financial assistance through bank credit and subsidy and marketing support etc., (iii) Swarn Jayanti Shahri Rojgar Yojana (SJSRY) that strives to provide gainful employment to the urban unemployed and under-employed poor, through encouraging the setting up of self-employment ventures by the urban poor living below the poverty line, and also through providing wage employment by utilizing their labour for construction of socially and economically useful public assets.

(b) The physical targets and achievement of major poverty alleviation programmes i during the last three years (2008-09 to 2010-11) is given in the enclosed Statement.

(c) As a result of the implementation of the various policy initiatives of the Government including those referred to above, the harsh edges of absolute poverty have declined over the years and a large number of people have been lifted above the poverty line as had been

determined in the past. However, Government revises the poverty estimates from time to time based upon a holistic consideration of the various indices of poverty as may be proposed by experts from time to time and taking into consideration all the relevant data.

Statement

Details of targets and achievement of major poverty alleviation schemes during the last three years and current year.

Sl. No.	Schemes Name	2008-09		2009-10		2010-11	
		Target	Achievement	Target	Achievement	Target	Achievement
1.	Mahatma Gandhi Rural Employment Guarantee Act. (MGNREGA) (Persondays generated in crore)	*	216.32	283.59	*	257.15	
2.	Swamjayanti Gram Swarojgar Yojana (SGSY) (Swarojgari Assisted in lakh)	17.63	18.62	18.22	20.85	21.77	21.10
3.	Swarna Jayanti Shahari Rozgar Yojana (SJSRY) (Number of urban poor provided training in lakh)	1.50	3.03	1.70	1.87	2.00	2.54

*MGNREGA is a demand driven programme and no targets are set.

Closing of RMS Centres

1284. SHRI C. SIVASAMI: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has closed/proposes to close down the outward and inward mail processing centres in Railway Mail Service (RMS) all over the country;

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

(c) the details of RMS centres closed and likely to be closed, State-wise; and

(d) the manner in which the services of employees working in these centres are likely to be utilised?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI SACHIN PILOT): (a) No Madam.

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

(c) No RMS office has been closed. However, merger or physical relocation of some offices with other RMS offices has been carried out as part of operational needs. Detail of merged/physically relocated offices is given in the enclosed Statement.

(d) The employees working in the RMS offices which have been merged/physically relocated are working at the new location in the same city.

Statement*Details of RMS Offices Merged/Physically Relocated*

Sl. No.	Name of RMS Office	Merged or Physically relocated	Merged/ Physically relocated with (Name of office)	City	State
1.	TD Sorting, Bangalore	Merged	Bangalore City RMS	Bangalore	Karnataka
2.	CRC Museum Road, Bangalore	Merged	Registration Centre, Bangalore City RMS	Bangalore	Karnataka
3.	Hyderabad Air Sorting, Hyderabad	Merged	Hyderabad Sorting	Hyderabad	Andhra Pradesh
4.	GDK Sorting, Delhi	Merged	Automated Mail Sorting Centre, Delhi	Delhi	Delhi
5.	Delhi RMS (Unregistered)	Merged	Automated Mail Sorting Centre, Delhi	Delhi	Delhi
6.	Delhi International Mail Centre	Physically relocated	Foreign Post, Delhi	Delhi	Delhi

III-Treatment of Indian Traders

1285. SHRI ANTO ANTONY:
SHRI RAJIAH SIRICILLA:
SHRI RAYAPATI SAMBASIVA RAO:
SHRI HAMDULLAH SAYEED:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government has taken note of ill-treatment accorded to the Indian traders employed at Yiwu, Zhejiang province in China in January this year;

(b) if so, the details thereof;

(c) whether the Government has put up this issue to the Government of China;

(d) if so, the details thereof including the response of the Chinese Government thereto; and

(e) the steps taken by the Government to ensure security of the Indian nationals in China?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) to (e) Government has taken note of the incident and has

raised this matter with the Chinese side on many occasions. The Chinese side has conveyed that they would ensure the safety of Indian nationals and businessmen in China. The matter was also raised by the External Affairs Minister during his meeting with the Chinese Foreign Minister in Beijing and New Delhi in February and March, 2012 respectively. The Chinese Foreign Minister conveyed that they are paying close attention to this case.

Foodgrains Supplied under MDMS

1286. SHRI AMBICA BANERJEE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the quantum of foodgrains supplied to each State under Mid Day Meal Scheme (MDMS) during the last three years and the current year, State-wise;

(b) whether the Union Government has made any independent assessment of the working of the mid-day meals served to the primary school children in the country;

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

(d) the measures being taken by the Union Government to ensure that the quality of the mid-day meals by the suppliers is maintained in accordance with the

standard/norms laid down by the ISI/Nutrition Foundation of India?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) Information is given in the enclosed Statement.

(b) and (c) The Government assesses the working of the Mid Day Meal Scheme through National Level Review Meetings, Joint Review Missions consisting of representatives of the Ministry, State Government, UNICEF, Supreme Court Commissionerate for MDMS and 40 Monitoring Institutions, which are located in various Universities.

The Independent assessments have revealed that the Mid Day Meal Programme has been successful in addressing classroom hunger in sample schools. While it seems to have contributed to an increase in the attendance and retention in schools across the country, it does not seem to have any significant impact on fresh enrolments. There are delays in release of funds, which effect availability of nutritional components such as vegetables and pulses in the schools as well as timely payments to the cook cum helpers, which hinder the programme. The construction of the Kitchen cum stores needs to be expedited, hygiene improved and monitoring of the programme strengthened.

(d) The hot cooked mid day meal containing 450 calories and 12 grams protein for the provided to each child on each school day. The above nutritional and calorific value will be derived from 100 gram of rice or wheat for primary and 150 gram for upper primary and other food ingredients such as vegetables, oil and condiments etc.

For ensuring the quality of mid day meal, Fair Average Quality (FAQ) foodgrains is supplied to the State Governments/UTs through Food Corporation of India. FAQ foodgrains is lifted after joint inspection by a team consisting of FCI and the nominee of the Collector and/or Chief Executive Officer, District Panchayat of the State / UT. Quality, safety and hygiene specifications have been prescribed in the Guidelines. It is also provided that 2-3 adults members, of them at least one being a teacher, must taste the food before it is served to the children. The guidelines also provide for active community participation in the supervision and monitoring of the programme.

Cook-cum-helpers have been engaged for preparing and serving the quality mid day meal in the schools. They are also provided training on safety, hygiene, nutrition etc. The Central Government has also revised the norms for construction of kitchen-cum-stores, to ensure safe preparation of the meal in hygienic conditions as well as safe storage of the foodgrains.

Statement

Details of foodgrains allocated under the Mid-Day Meal Scheme during 2008-09 to 2011-12

					(in MTs)
Sl. No.	State/UT	2008-09	2009-10	2010-11	2011-12
1	2	3	4	5	6
1.	Andhra Pradesh	171474.82	161014.37	155279.01	164725.00
2.	Arunachal Pradesh	4233.46	4233.48	4544.67	6677.00
3.	Assam	106737.65	91284.45	102808.06	127327.74
4.	Bihar	236037.90	285356.91	298568.13	282232.87
5.	Chhattisgarh	79354.28	91602.95	92726.79	105340.00
6.	Goa	3474.03	4567.76	4203.0	4257.00
7.	Gujarat	98249.91	97840.63	104360.06	111491.67
8.	Haryana	45074.54	55926.60	53806.61	54133.25

1	2	3	4	5	6
9.	Himachal Pradesh	21483.21	23520.86	20987.61	21120.00
10.	Jammu and Kashmir	28810.02	27500.24	26730.00	25300.00
11.	Jharkhand	93517.50	97415.10	118521.43	96775.00
12.	Karnataka	144705.26	145492.01	141153.49	146790.00
13.	Kerala	78020.67	73096.99	72453.47	70005.00
14.	Madhya Pradesh	216034.65	254151.26	264862.85	236340
15.	Maharashtra	309755.58	328358.51	343044.00	300300.00
16.	Manipur	7003.62	6566.95	6391.00	6207.00
17.	Meghalaya	9398.09	11479.70	11049.85	11856.00
18.	Mizoram	3762.81	3752.51	4021.00	3971.00
19.	Nagaland	4852.86	4896.31	6227.56	6644.00
20.	Odisha	104468.70	140840.14	140467.03	143840.00
21.	Punjab	57278.14	50318.17	48513.00	53268.00
22.	Rajasthan	135743.62	161520.80	163858.26	166750.00
23.	Sikkim	2013.53	2259.96	2241.40	2497.00
24.	Tamil Nadu	133261.16	126374.04	131215.71	115986.80
25.	Tripura	7877.62	7949.63	12512.00	11960.00
26.	Uttarakhand	26821.80	29945.13	23759.00	24357.75
27.	Uttar Pradesh	410403.07	342361.75	389662.77	303600.00
28.	West Bengal	270021.52	267043.54	232026.28	265420.00
29.	Andaman and Nicobar islands	977.85	1223.79	935.00	880.00
30.	Chandigarh	2124.42	1999.29	1745.77	1635.46
31.	Dadra and Nagar Haveli	923.40	793.58	873.14	872.15
32.	Daman and Diu	439.88	467.25	477.30	408.09
33.	Delhi	35798.19	41453.69	37050.00	35400.00
34.	Lakshadweep	2469.80	278.83	268.40	245.30
35.	Puducherry	2305.44	2413.84	2444.28	2314.50
Total		2854909.00	2945301.00	3019787.93	2910927.58

Projects in NE States

1287. SHRI KABINDRA PURKAYASTHA: Will the PRIME MINISTER be pleased to state?

(a) the details of projects that have been initiated in the North-Eastern States;

(b) the latest status of these projects;

(c) whether the projects are being delayed mostly due to forest clearance; and

(d) if so, the latest status of the national projects taken up in the North-East?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) and (b) Since inception of the planned development process, there had been focus for development of physical and social infrastructure in the North-Eastern States. Initiatives have been taken both by the Central Government and the State Governments for construction of roads, rail, airports, inland water transport, power, transmission lines, mining development, security infrastructures (buildings, camps,

fencing, check posts), health, education, drinking water etc.

Some of the major projects under implementation in the North East are (i) East-West Corridor (4 lane highway) up to Silchar in Assam, (ii) Special Accelerated Road Development Programme for NE (SARDP-NE) for connecting all State Capitals/ district headquarters/towns by 2-lane roads, (iii) Trans Arunachal Highway, (iv) Dhola-Sadia Bridge, (v) Railway Gauge Conversion (Lumding-Silchar-Jiribam and Rangia-Murkongselek), (vi) Railway line expansion project (Jiribam-Imphal, Harmuti-Itanagar, Agartala-Sabroom), (vii) Rail-Cum-Road Bridge across Brahmaputra at Bogibeel, (viii) 2000 MW Lower Subansiri Hydro Power Project, (ix) 750 MW Palatana Power Project, (x) 3x250 MW Bongaigaon Thermal Power Project, (xi) Pakyong airport, sikkim (xii) Airport upgradation, Umroi (Shillong), etc. These projects are at various stages of implementation details of which are available with the respective ministries.

(c) and (d) As per available information there are 65 number of project proposals of North Eastern States pending for forest clearance with the Ministry of Environment & Forest falling under the category of road, hydel, mining, security, transmission lines, drinking water etc.,. State wise and project category wise details are given below:

Sl. No.	State	Categories of pending projects of North East							Total
		Road	Hydel power	Mining	Trans- mission lines	Drinking water	Defence/ Security	Others	
1.	Arunachal Pradesh	8	4	1	-	-	2	2	17
2.	Assam	-	-	4	2			3	9
3.	Manipur	4	1		1			2	8
4.	Meghalaya	1			1	1	1	1	5
5.	Mizoram	2		1	1				4
6.	Sikkim		1		1	1			3
7.	Tripura	2		2	3		5	7	19
Total		17	6	8	9	2	8	15	65

Imposition of Penalty

1288. SHRI KODIKKUNNIL SURESH:
SHRI D.B. CHANDRE GOWDA:
SHRI ASHOK ARGAL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Directorate General of Civil Aviation, the top aviation regulator, had sought imposition of major penalties against some of its senior officials;

(b) if so, the details thereof;

(c) the reasons for recommending imposition of such a grave penalty against these officers;

(d) whether the Government has not taken any action on the recommendations of DGCA or sent their cases to CVC for further probe though the recommendations were sent long back;

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

(f) the action taken by the Government during the period when the cases were pending before it for a decision?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) to (c) The Directorate General of Civil Aviation has sought imposition of major penalty proceedings against the following senior officials for violation of the Central Civil Services (Conduct) Rules, 1964:

1	Shri Charan Das	Joint Director General
2	Shri M.M. Kaushal	Assistant Director (AED)
3	Shri Rajiv Gaur	Assistant Director (AED)
4	Shri R.K. Yadav	Senior Airworthiness Officer
5	Shri V.P. Massey	Director (Airworthiness)
6	Capt. B.S. Nehra	Junior Pilot
7	Shri R.S. Passi	Director (Air Safety)
8	Shri A.K. Sharan	Joint Director General
9	Shri R.K. Khanna	Deputy Director General
10	Shri T.S. Gopinath	Private Secretary
11	Shri C.P.M.P. Raju	Director (Air Safety)

(d) to (f) Action has already been initiated for consideration of the recommendations of the Directorate General of Civil Aviation under the extant Rules and Regulations of the Government before making a reference to the Central Vigilance Commission for their first stage advice.

[*Translation*]

Immigration at Metropolitan Airports

1289. RAJKUMARI RATNA SINGH:
SHRI PRATAPRAO GANPATRAO JADHAO:

Will the Minister of CIVIL AVIATION be Pleased to state:

(a) whether the Government is aware that at various metropolitan airports of the country, passengers including VIPs have to stand in long queues at the check-in-counters, security check and immigration counters for hours together before boarding the flight;

(b) if so, the reasons therefor alongwith the details of flights delayed as a result of above during each of the last three years and the current year;

(c) the action taken/proposed to be taken by the Government against the guilty persons/agencies; and

(d) the steps taken by the Government to reduce waiting time at various counters especially at immigration counters at various metropolitan airports alongwith the outcome thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (d) During certain periods in the day, queues are witnessed at airports situated in metropolitan cities due to various reasons including bunching of flights, shortage of security staff, shortage of immigration staff, etc. Issues relating to long queues are taken up with the concerned authorities in the Airport Operations Coordination Committee (AOCC) Meetings held at regular intervals by the airport operators and Airport Facilitation & Airport Security Committee Meeting chaired by Airport Director for remedial action.

(b) and (c) No such information is maintained by the airports.

*[English]***Interview of Superintending Archaeologists**

1290. CAPT. JAINARAIN PRASAD NISHAD: Will the PRIME MINISTER be pleased to state:

(a) whether the Union Public Service Commission has conducted interviews for the post of Superintending Archaeologist in the Archaeological Survey of India through direct recruitment in the year 2011;

(b) if so, the details thereof;

(c) whether complaints have been received in this regard;

(d) if so, the details thereof; and

(e) the steps proposed to be taken by the Government in view of the complaints received?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) Yes, Madam. A total of 263 applications were received by the Union Public Service Commission (UPSC) against the advertisement published on 26.06.2010 and the Commission conducted the interviews from 14th to 16th March, 2011 for 42 candidates who had been called for interview.

(c) to (e) Initially 37 candidates had been shortlisted by the UPSC to be called for interview and five more candidates provisionally called for interview on the basis of the orders passed by different Benches of the Central Administrative Tribunal against Petitions filed by the individual candidates, whose applications has been rejected by the UPSC. The CAT Benches have since dismissed the applications of four out of the above five candidates and the application filed by the remaining one candidate is pending final disposal in the CAT, Jabalpur Bench.

*[Translation]***Requirement of Pilots**

1291. SHRI ANURAG SINGH THAKUR:
SHRI HARISHCHANDRA CHAVAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether any assessment has been made as to the requirement of pilots by various airlines keeping in view the growing airline industry and tourist in the country;

(b) if so, the details thereof alongwith the pilots appointed by the various airline companies in the country during each of the last three years;

(c) whether there is shortage of trained pilots in the country;

(d) if so, the reasons therefor and the losses suffered by the aviation sector as a result thereof;

(e) the total number of pilot training institutes in the country alongwith the capacity of each institute, location-wise; and

(f) the steps taken by the Government to meet the requirement of pilots in the aviation industry?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) The information is being collected and will be laid on the Table of the House.

(c) and (d) There is no shortage of trained pilots. However, there is shortage of type rated Commanders in the country.

(e) List of flying training institutes is given in the enclosed Statement. No capacity to each institute is earmarked by the Directorate General of Civil Aviation.

(f) There is shortage of type rated Commanders and to cover the shortage, Foreign Aircrew Temporary Authorization (FATA) policy has been reviewed. FATA policy provides for extension upto 31.12.2013 on case to case basis.

Statement*List of DGCA APPROVED Flying Training Institutes – State-wise*

State	Sl. No.	Name of the Institute	Operational Status
1	2	3	4
Andhra Pradesh	1	Andhra Pradesh Aviation Academy, Andhra Pradesh Old Airport, Hyderabad-500011	Operational
	2	Flytech Aviation Academy, Nadirgul, Hyderabad	
	3	Wings Aviation Pvt. Ltd., #7-8-277, SB Plaza, Old Airport Road, Goutham Nagar, Bowenpally, Secunderabad-500 011	Operational
Bihar	4	Bihar Flying Institute, Patna Airport, Patna-800014, Bihar	Operational
Chhattisgarh	5	Sai Flytech Aviation Pvt. Ltd., Chakarbhata Airport, Bilaspur, Chhatisgarh-492101	Non-operational
Gujarat	6	The Gujarat Flying Club, Civil Aerodrome, Harni Road, Vadodara - 390 022 (Gujarat)	Operational
	7	Ahmedabad Aviation & Aeronautics Ltd., AAA Hangar, Old Terminal Airport, Ahmedabad-380003 (Gujarat)	Operational
	8	Rainbow Flying Academy Pvt. Ltd. Near ATC Tower, Hangar No.1, Surat Airport, Surat, Gujarat	Non-operational
Haryana	9	Haryana Institute of Civil Aviation, Civil Aerodrome, Karnal, Haryana	Operational
	10	Haryana Institute of Civil Aviation, Civil Aerodrome, Pinjore (Haryana)	Non-operational
	11	Haryana Institute of Civil Aviation, Civil Aerodrome, Hissar-125001 (Haryana)	Operational
Jharkhand	12	Alchemist Aviation Pvt. Ltd., Sonari Aerodrome, Jamshedpur, Jharkhand	Operational
Karnataka	13	Govt. Aviation Training School, Jakkur, Bangalore	Non-operational
	14	HAL Rotary Wing Academy (Helicopter), Prototype Hangar, HAL Gate No-30, Vimanpura, Bangalore-560017	Operational
Kerala	15	Rajiv Gandhi Academy for Aviation Technology, T.C.36/1200(1&2) Vallakkadavu P.O. Enchakkal,	Operational

1	2	3	4
		Thiruvananthapuram, Kerala	
Madhya Pradesh	16	The Madhya Pradesh Flying Club Ltd., Bhopal Base	
	17	The Madhya Pradesh Flying Club Ltd., Devi Ahilyabai Holkar Airport, Civil Aerodrome, Bijasan Road, Indore-452005 (MP)	Operational
	18	Chimes Aviation-Sagar (MP)	Operational
	19	Pilot Training College, Govt. Airstrip, P.O.-Sinkheda, Khargone-451001, MP	Non-operational
	20	Sha-Shib Flying Academy, Guna Airport, Guna, MP-473001	Operational
	21	Yash Air, Datana Air Strip, Dewas Road, Ujjain, MP	Non-operational
Maharashtra	22	Nagpur Flying Club Pvt. Ltd., Dr. Babasaheb Ambedkar International Airport, Sonegaon Aerodrome, Nagpur, Mah	Operational
	23	The Bombay Flying Club, Juhu Aerodrome, Juhu, Mumbai-400049	Operational
	24	National Flying Training Institute Pvt. Ltd., C/o Airports Authority of India, Birsi Airport, P.O. Paraswada, Gondia - 441614, Maharashtra	Operational
	25	Academy of Carver Aviation Pvt. Ltd., Plot P-50, MIDC Airport, Baramati-413133, Pune, Mah.	Operational
	26	SVKM's NMIMS University Academy of Aviation, Campus-Babulde, Banks of Tapi River, Mumbai-Agra Road, Shifpur, Dist.-Dhule-425 405 Maharashtra	Operational
Odisha	27	Government Aviation Training Institute, Old Terminal Bldg., Biju Patnaik Airport, Bhubaneswar	Operational
Punjab	28	Amritsar Aviation Club, Amritsar Intl. Airport, P.O. Rajasansi, Amritsar-143101, PB	Operational
	29	Ludhiana Aviation Club, Civil Aerodrome, P.O. Sahnewal, Ludhiana-141120	Non-operational
	30	Patiala Aviation Club, Civil Aerodrome, Sangrur Road, Patiala, Punjab	Operational
	31	Birmi Flying Academy Pvt. Ltd., Patiala, Punjab	Operational

1	2	3	4
Rajasthan	32	Rajasthan Flying School, Jaipur	Non-operational
	33	Banasthali Vidyapith Gliding & Flying Club, Banasthali Univ., Banasthali, Dist. Tonk Raj.-304022	Operational
Tamil Nadu	34	The Madras Flying Club Ltd., Gate No. Old Airport, Meenambakkam, Chennai-600027	Non-operational
	35	Orient Flight School- Puducherry, 40, G.S.T. Road, St. Thomas Mount, Chennai-600 016 Tamil Nadu	Operational
	36	Southern Pilot Training Academy, Site-B, Salem Airport, Omallur, Tamil Nadu	Operational
	37	International Aviation Academy Pvt. Ltd., Salem Airport, PO-Kamlapuram, Salem, Tamil Nadu-636309	Operational
Uttar Pradesh	38	Indira Gandhi Rashtriya Uran Akademi, Fursatganj, Dist. Raebareli, UP-229302	Operational
	39	Ambitions Flying club Pvt. Ltd., MS-10, NH-91, Dhanipur Airport, Post Panethi, Aligarh-202001 UP	Operational
	40	Chetak Aviation Academy, MS-10, NH-91, Dhanipur Airport, Post Panethi, Aligarh-202001 UP	Non-operational
	41	Garg Aviation Ltd., Hangar No.3, Civil Aerodrome, Cantt., Kanpur-208004, UP	Operational
	42	Pioneer Flying Academy Pvt. Ltd., MS-10, NH-91, Dhanipur Airport, Post Panethi, Aligarh-202001 UP	Non-operational
	43	Saraswati Aviation Academy, Amhat Airfield, NH-56, Sultanpur-288001 UP	Operational
Uttarakhand	44	Amber Aviation Pvt. Ltd., Civil Aerodrome, Pant Nagar, Uttarakhand	Operational

*[English]***Pension and Insurance Fund Scheme**

1292. SHRI BALIRAM JADHAV: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether the proposed Pension and Life Insurance Fund Scheme for the overseas Indian workers has been introduced/implemented;

(b) if so, the details thereof along with the salient features of the Scheme;

(c) whether under the scheme, the Government will contribute some amount for all subscribers who opt to contribute under the scheme; and

(d) if so, the ratio fixed therefor?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) The Government has approved the the Pension and Life Insurance Fund (PLIF) for Overseas Indian workers on 4th January, 2012. The scheme as proposed to be launched during 2012-13.

(b) The details are given in the enclosed Statement.

(c) Yes, Madam.

(d) (i) There will be a Government co-contribution of Rs.1000 per annum in line with the Swavalamban platform for all PLIF subscribers who save between Rs.1000 and Rs.12000 per year in National Pension System-Lite;

(ii) There will be a special additional co-contribution of Rs. 1000 per annum by MOIA for overseas Indian women workers who save between Rs. 1000 and Rs. 12000 per annum in NPS-Lite; and

(iii) There will be a special Return and Resettlement co-contribution of Rs. 1000 by MOIA for overseas Indian workers who save Rs. 4000 per annum towards own Return and Resettlement.

Statement*Pension and Life Insurance Fund (PLIF)*

1. The Government has approved the proposal of Ministry of Overseas Indian Affairs for setting up of a Pension and Life Insurance Fund (PLIF) for overseas Indian workers in the Emigration Check Required (ECR) countries in line with the

Governments inclusive growth and social security initiatives.

2. The overseas Indian workers have traditionally been excluded from access to formal social security and retirement savings schemes available to residents of the ECR countries. They are similarly excluded from pension and social security schemes available to formal sector workers in India. Around 20% of the overseas Indian workers in ECR countries are women. They are even more vulnerable to old age poverty than men due to a higher life expectancy, lower incomes, a shorter working age and periodic interruptions in employment due to childbirth and other family responsibilities.
3. Based on needs analysis and consultations with stakeholders, Ministry of Overseas Indian Affairs would introduce the Pension and Life Insurance Fund for Overseas Indian Workers. This scheme would provide Overseas Indian workers to voluntarily (a) save for their return and resettlement, (b) save for their old age (c) obtain a low cost Life Insurance cover against natural death.
4. This scheme would be implemented using the Pension Fund Regulatory and Development Authority (PFRDA), Security and Exchange Board of India (SEBI), and Insurance Regulatory and Development Authority (IRDA) regulated products and institutional architecture. There will be an integrated enrolment process for the subscribers. Subscribers will be issued a unique PLIF Account number upon enrolment. A bank account will be opened for each individual PLIF subscriber upon enrolment in this scheme and the savings of such overseas Indian workers shall be channelled to designated fund managers through their bank accounts.

On their return to India, PLIF subscriber would be able to continue savings for their old age using their bank account. As regards Return and Resettlement savings, this would be withdrawn as a lump sum upon return to India. However, savings for the pension shall remain invested with a PFRDA regulated pension fund. A part of the retirement savings will be returned as a lump sum and the remaining savings will be converted into a monthly pension. All withdrawals shall be paid into bank account of the individual PLIF subscribers.

5. The benefits available under the PLIF scheme:
- A Government co-contribution of Rs. 1000 per annum in line with Swavalamban platform for all PLIF subscribers who save between Rs. 1000 and Rs. 12000 per year in NPS-Lite;
 - A special additional co-contribution of Rs. 1000 per annum by 302 MOIA for overseas Indian women workers who save between Rs. 1000 and Rs. 12000 per annum in NPS-Lite; and
 - A special Return and Resettlement co-contribution of Rs. 1000 by MOIA to overseas Indian workers who save Rs.4000 per annum towards Return and Resettlement.
6. It is assumed that around 10,000 Overseas Indian Workers may join PLIF per year and the MOIA shall incur an aggregate expenditure of Rs. 44.10 crores for the first five years. The implementation of the scheme would be monitored and evaluated after three years.

Fire at IGI Terminal

1293. PROF. RANJAN PRASAD YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

- whether a fire broke out at IGI's old cargo terminal recently has come to the notice of the Government;
- if so, the details thereof;
- the causes for the fire;
- the total losses suffered as a result thereof; and
- the preventive measures taken to check such incidents in future?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) Yes, Madam.

(b) and (c) On the night of 4th/5th January, 2012 around 0100 hrs there was a fire outbreak in one of the airlines office located on the 1st floor of the Import Cargo Complex. Short circuit in one of the Airlines Office was the cause of fire.

(d) There was no damage to goods/cargo.

(e) In order to avoid recurrence of such incidents in future, remedial measures taken include fully addressable Fire Alarm system, 100% functionality of all fire detection and protection systems, regular testing of the systems and fire drills to be carried out periodically.

Drawback of Excess Use of Mobile Technology

1294. SHRI S. SEMMALAI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- whether there is any proposal to include the awareness about the danger of excess use of mobile technology in the school curriculum;
- if so, the details thereof; and
- the action taken by the Government in the regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) No, Madam.

(b) and (c) Do not arise.

[Translation]

Airstrips

1295. SHRIMATI YASHODHARA RAJE SCINDIA: SHRIMATI J. SHANTHA:

Will the Minister of CIVIL AVIATION be pleased to state:

- the number of airstrips in the country at present flight worthy alongwith the details thereof;
- whether the Government has formulated or has been contemplating to formulate any plan for the development of small airstrips in every district headquarters of the country so that it can be used in emergent situations;
- if so, the steps taken so far particularly for the development of airstrip in Bellary (Karnataka); and
- if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) There are 93 airports/civil enclaves owned and managed by Airports Authority of India (AAI) which are operational. In addition, there are 9 other operational airports including 3 international airports whereat AAI provides air navigation services. Details as per Statement-I and II.

(b) to (d) At present, there is no such proposal for development of small airstrips in every district Headquarters.

Further, Keeping in view the enormous growth in air passengers, which has put pressure on air infrastructure

and to encourage infusion of greater investment in airport sector, Government had pronounced a policy for Greenfield airports in April, 2008. This policy states that it would be the endeavour of the Central Government to ensure that all approvals and clearances are given in a timely manner. State Government may facilitate by giving incentives to an Airport Company such as land, concessional or otherwise; real estate development rights in and around the airports; airport connectivity; rail, road; fiscal incentives by way of exemptions from State taxes; and any other assistance that the State Government deem fit. A Steering Committee

under the Chairmanship of Secretary, Ministry of Civil Aviation has been constituted to coordinate and monitor the various clearances required for setting up of a Greenfield airport. The promoter seeking to develop the airport has to submit the proposal to the Government for consideration by the Steering Committee. Application for setting up of Greenfield airport are received from time to time, which are considered by the Steering Committee/competent authority for grant of 'in principle' approval, after they have completed all necessary formalities of obtaining pre-feasibility study report, site clearance, clearances from regulatory agencies, etc.

Statement

Operational Airports Owned and Managed by Airports Authority of India

Name of Airport	State	Owner	Atc	Remarks
1	2	3	4	5
Northern Region				
1. Agra (CE)	Uttar Pradesh	IAF	AVBL/IAF	
2. Allahabad (CE)	Uttar Pradesh	IAF	AVBL/IAF	
3. Amritsar	Punjab	AAI	AVBL	
4. Bhatinda (CE)	Punjab	AAI	AVBL/IAF	New CE U/Const.
5. Bikaner (CE) Nal	Rajasthan	AAI	AVBL/IAF	New CE U/Const.
6. Chandigarh (CE)	Union Territory	IAF	AVBL/IAF	
7. Dehradun	Uttaranchal	AAI	AVBL	
8. Gwalior (CE)	Madhya Pradesh	IAF	AVBL/IAF	
9. Gorakhpur (CE)	Uttar Pradesh	IAF	AVBL/IAF	
10. IGI Airport, Delhi	Delhi	AAI	AVBL	
11. Jaipur	Rajasthan	AAI	AVBL	Rwy Extn. To 3507 PIng Stage.
12. Jaisalmer (CE)	Rajasthan	IAF	AVBL/IAF	
13. Jammu (CE)	Jammu and Kashmir	IAF	AVBL/IAF	P/Rwy Ext By 396m. Apron Ext. For 3 A321
14. Jodhpur (CE)	Rajasthan	IAF	AVBL/IAF	
15. Kangra (Gaggal)	Himachal Pradesh	AAI	AVBL	
16. Kanpur (CE) (Chakeri)	Uttar Pradesh	IAF	AVBL/IAF	
17. Kanpur (Civil)	Uttar Pradesh	AAI	AVBL	

1	2	3	4	5
18. Khajuraho	Madhya Pradesh	AAI	AVBL	
19. Kota	Rajasthan	AAI	AVBL	P/Rwy Ext By 208m,
20. Kullu (Bhuntar)	Himachal Pradesh	AAI	AVBL	* Available Length
21. Leh (CE)	Jammu and Kashmir	IAF	AVBL/IAF	
22. Lucknow	Uttar Pradesh	AAI	AVBL	
23. Ludhiana	Punjab	AAI	AVBL	
24. Pantnagar	Uttaranchal	AAI	AVBL	
25. Pathankot (CE)	Punjab	IAF	AVBL/IAF	
26. Safdarjung (Delhi)	Delhi	AAI	AVBL	
27. Shimla	Himachal Pradesh	AAI	AVBL	* Available Length
28. Srinagar (CE)	Jammu and Kashmir	IAF	AVBL/IAF	
29. Udaipur	Rajasthan	AAI	AVBL	* Awaiting Operationalisation.
30. Varanasi	Uttar Pradesh	AAI	AVBL	
Western Region				
31. Ahmedabad (SVBPI)	Gujarat	AAI	AVBL	
32. AKola	Maharashtra	AAI	Not AVBL	ATC On Request 24 Hrs.
33. Aurangabad	Maharashtra	AAI	AVBL	P/Rwy Ext By 549m.
34. Bhavnagar	Gujarat	AAI	AVBL	
35. Bhopal	Madhya Pradesh	AAI	AVBL	Rwy Ext to 3507m. PIng stage.
36. Bhuj (CE)	Gujarat	IAF	AVBL/IAF	
37. CSI Airport, Mumbai	Maharashtra	AAI	AVBL	
38. Goa (CE)	Goa	Navy	AVBL/Navy	
39. Gondia	Maharashtra	AAI	AVBL	Rwy Ext to 3200m (10,500ft). PIng Stage.
40. Indore	Madhya Pradesh	AAI	AVBL	Rwy Ext to 2750m. PIng Stage.
41. Jabalpur	Madhya Pradesh	AAI	AVBL	Rwy Ext to 2286m. PIng Stage.
42. Jamnagar (CE)	Gujarat	IAF	AVBL/IAF	Apron Ext. Pig Stage
43. Juhu (Mumbai)	Maharashtra	AAI	AVBL	
44. Kandla	Gujarat	AAI	AVBL	
45. Keshod (Junagarh)	Gujarat	AAI	AVBL	
46. Kolhapur	Maharashtra	AAI	AVBL	Leased to S/Govt.

1	2	3	4	5	
47.	Nagpur- Mihan	Maharashtra	AAI	AVBL	
48.	Porbandar	Gujarat	AAI	AVBL	
49.	Pune (CE) (Lohegaon)	Maharashtra	IAF	AVBL/IAF	
50.	Rajkot	Gujarat	AAI	AVBL	
51.	Sholapur	Maharashtra	AAI	AVBL	Leased To S/Govt.
52.	Surat	Gujarat	AAI	AVBL	
53.	Vadodara	Gujarat	AAI	AVBL	
Eastern Region					
54.	Bagdogra (CE)	West Bengal	IAF	AVBL/IAF	
55.	Behala	West Bengal	AAI	AVBL	
56.	Bhubneshwar (B. P. Airport)	Odisha	AAI	AVBL	
57.	Gaya	Bihar	AAI	AVBL	
58.	Kolkata (NSCBI)	West Bengal	AAI	AVBL	Sec. Rwy Exten. to 3239m Plng State.
59.	Patna	Bihar	AAI	AVBL	
60.	Port Blair (CE)	Andaman and Nicobar Island	Navy	AVBL/NAVY	
61.	Raipur (Manna Camp)	Chhattisgarh	AAI	AVBL	
62.	Ranchi	Jharkhand	AAI	AVBL	
Southern Region					
63.	Agattii	Lkshdweep Island	AAI	AVBL	Proposed Ext 1540m.
64.	Bangalore (CE)	Karnataka	Hal	AVBL/IAF	
65.	Belgaum	Karnataka	AAI	AVBL	
66.	Calicuti Kozhikode	Kerala	AAI	AVBL	
67.	Chennai	Tamil Nadu	AAI	AVBL	*Runway Being Extended to 3235m
68.	Coimbatore	Tamil Nadu	AAI	AVBL	Rwy Ext to 3811m. Plng Stage.
69.	Hubli	Karnataka	AAI	AVBL	Rwy Ext. To 3200m. P/Stg.
70.	Hyderabad (Begumpet)	Andhra Pradesh	AAI	AVBL	
71.	Madurai	Tamil Nadu	AAI	AVBL	

1	2	3	4	5
72.	Mangalore	Karnataka	AAI AVBL	Rwy Ext To 2540m. PIng. Stage.
73.	Mysore	Karnataka	AAI AVBL	Opnl W.E.F May,10. Rwy Ext to 3200m. In Phase I by 660m. Ph II 800m.
74.	Puducherry	Union Territory	AAI AVBL	*Runway Being Extended to 502m
75.	Rajamundri	Andhra Pradesh	AAI AVBL	Rwy Ext to 3244m. PIng Stage.
76.	Salem	Tamil Nadu	AAI AVBL	Rwy Ext to 2543m. PIng Stage.
77.	Thanjavur (CE)	Tamil Nadu	IAF AVBL	New CE U/Cconsid.
78.	Thiruvananthapuram	Kerala	AAI AVBL	
79.	Tiruchirapalli	Tamil Nadu	AAI AVBL	Rwy Ext to 3810m. PIng Stage.
80.	Tirupati	Andhra Pradesh	AAI AVBL	Rwy Ext to 2743m. PIng Stage.
81.	Tuticorin	Tamil Nadu	AAI AVBL	
82.	Vijayawada	Andhra Pradesh	AAI AVBL	
83.	Vishakhapatnm (CE)	Andhra Pradesh	Navy AVBL/Navy	
North East Region				
84.	Agartala	Tripura	AAI AVBL	
85.	Dibrugarh (Mohanbari)	Assam	AAI AVBL	Rwy Ext. 2470m Execution Stage.
86.	Dimapur	Nagaland	AAI AVBL	WIP for Apron Ext.
87.	Guwahati (LGBI Airport)	Assam	AAI AVBL	
88.	Imphal	Manipur	AAI AVBL	Rwy Ext. to 3507m. P/Stg.
89.	Jorhat (CE)	Assam	IAF AVBL/IAF	
90.	North Lakhimpur (Lilabari)	Assam	AAI AVBL	
91.	Shillong (Umroi)	Meghalaya	AAI AVBL	Rwy. Ext. 2286m PIng Stage.
92.	Silchar (CE) (Kumbhigram)	Assam	IAF AVBL/IAF	
93.	Tezpur (CE)	Assam	IAF AVBL/IAF	

Legend: 1. GA-> General Aviation 2. CE-> Civil Enclave 3. AVBL-> Available

Note: 1. Parking configuration subject to change. Any discrepancy contact SM (P), Ext. 3165.

- All information regarding operation area is available in Aeronautical Information Publication (AIS), which can be procured from GM (AIS).
- New Civil Enclaves under construction at Bhatinda and Bikaner.
- Planned Runway Extension are subject to availability of requested land from State Govt/Defence and traffic demands from the airlines.

Joint Venture Airports (Total 9 Airports)

Sl.No.	Name of the Int. Airport	State
1.	Bangalore International Airport Ltd. (BIAL)	Karnataka
2.	Hyderabad International Airport Ltd. (HIAL)	Andhra Pradesh
3.	Cochin International (CIAL)	Kerala

List of Domestic Private/State Govt./U.T. Airports where CNS/ ATM is provided by AAI Private/State Govt./U.T.

Sl. No	Name of Airport
1	Diu (UT)
2	Lengpui (SG, Mizoram)
3	Latur (MADC)
4	Mundra (PVT)
5	Nanded (MADC)
6	Sathya Sai Puttapurthy (PVT)

[English]

CBI Raids

1296. SHRI YASHVIR SINGH:
SHRI NEERAJ SHEKHAR:

Will the Minister of COAL be pleased to state:

(a) whether the Central Bureau of Investigation (CBI) has raided the officers of Bharat Coking Coal Limited (BCCL) for irregularities in award of contracts of coal in Jharkhand;

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

(c) the steps taken by the Government to bring transparency in award of coal contracts of BCCL?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) and (b) Yes, Madam. Central Bureau of Investigation (CBI) has raided 13 officers of Bharat Coking Coal Limited (BCCL) with regard to irregularities in award of contracts of repairing of various equipments. The CBI has registered a regular case RC No. 6 (A) 2012-D.

(c) The company has taken several steps to bring

transparency in the process of tendering which include:

- (i) "e" tendering to finalize the contract in almost all the cases except for the procurement of spares.
- (ii) Around 90% of the tenders are covered through "Integrity Pact" monitored by Independent External Monitor (I.E.M.).
- (iii) Pre-bid meeting with prospective bidders is conducted for all the purchase cases where estimated value is Rs. 5 crore and more.
- (iv) Payment to the vendors/contractors are made through Real Time Gross Settlement (RTGS).
- (v) Disposal of scrap materials is also done by e-auction.
- (vi) 10% of coal production is being offered by e-Auction.

Teachers Eligibility Test

1297. SHRI NEERAJ SHEKHAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government proposes to introduce any teachers eligibility test for private or Government schools;

(b) if so, the details thereof and the criteria fixed for the purpose;

(c) the number of candidates cleared the said test state-wise; and

(d) the steps taken by the Government to improve the quality of B.Ed courses in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) In accordance with the provisions of sub-section (1) of section 23 of the Right of Children to Free and Compulsory Education (RTE) Act, the Central Government has notified the National Council for Teacher Education (NCTE) as the academic authority to lay down the minimum qualification for a person to be eligible for appointment as a teacher. Accordingly, NCTE vide notification dated 23rd August, 2010, as amended vide notification dated 29th July, 2011, laid down the minimum qualification for a person to be eligible for appointment as a teacher for classes I to VIII. One of the eligibility criteria is that a person has to pass the Teacher Eligibility Test (TET) conducted by the appropriate Government in accordance with the guidelines framed by

the NCTE. The Guidelines for conduct of the TET was circulated to all the State Governments on 11 February, 2011 which has also been hosted on the website of the Ministry of Human Resource Development www.education.nic.in.

(c) The Central Board of Secondary Education (CBSE) has, on behalf of the Central Government, conducted the Central Teacher Eligibility Test (CTET) in June, 2011 and January, 2012. State-wise details of number of candidates who qualified the CTET is at

Statement.

(d) With a view to improve the quality of teacher education, the NCTE has developed the National Curriculum Framework for Teacher Education (NCFTE), 2009 and model syllabi for various teacher education courses including for the B.Ed programme, which have been shared with Universities and State Governments. The NCTE also undertakes monitoring and inspection of the B.Ed institutions to ensure adherence to the norms and standards laid down by it.

State/UT	Jun-11		Jan-12		Total
	Paper-I	Paper-II	Paper-I	Paper-II	
1	2	3	4	5	6
Arunachal Pradesh	5	7	5	15	32
Assam	148	97	46	99	390
Andaman and Nicobar (UT)	69	55	37	40	201
Andhra Pradesh	305	227	150	386	1068
Bihar	1751	1779	370	1055	4955
Chhattishgarh	388	291	566	455	1700
Chandigarh* (UT)	2032	1995	-	-	-
Daman and Diu (UT)	9	18	5	12	44
Delhi (UT)	14815	10743	4786	5895	36239
Dadra and Nagar Haveli (UT)	12	11	9	9	41
Goa	61	82	24	31	198
Gujarat	500	562	301	385	1748
Haryana	4645	3572	3037	5033	16287
Himachal Pradesh	241	235	50	159	685
Jharkhand	1391	1211	489	889	3980
Jammu and Kashmir	101	94	33	95	323
Karnataka	224	210	140	236	810
Kerala	2296	1482	1553	2558	7889
Lakshadweep (UT)	16	5	9	10	40
Meghalaya	28	34	6	9	77
Manipur*	13	14	-	-	-

1	2	3	4	5	6
Madhya Pradesh	1520	1099	597	1039	4255
Maharashtra	637	115	1016	1109	2877
Mizoram	4	3	3	6	16
Nagaland	3	5	2	3	13
Orissa	108	104	60	115	387
Punjab*	985	871	-	-	-
Puducherry (UT)	58	22	40	34	154
Rajasthan	4189	3188	3309	4266	14952
Sikkim	10	10	2	2	24
Tripura	2	4	6	9	21
Tamil Nadu	618	280	387	398	1683
Uttarakhand*	2548	2087	-	-	-
Uttar Pradesh	14768	11950	3545	10022	40285
West Bengal	247	271	113	343	974
Foreign	1	2	5	4	12
Total	54748	42735	20701	34721	152905

[Translation]

GDP Growth Rate

1298. SHRI ARJUN ROY:
SHRI ANANT KUMAR HEGDE:

Will the PRIME MINISTER be pleased to state:

(a) whether the annual Gross Domestic Product (GDP) has been 8.16% in India during the last six years;

(b) if so, the details thereof;

(c) whether this rate stands at number two in the world;

(d) if so, the reaction of the Government in this regard;

(e) whether this annual GDP is only \$3,703 per capita as per the calculation of International Monetary Fund; and

(f) if not, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) and (b) Based on the estimates released by the Central Statistics Office (CSO), India's annual average growth rate of Gross Domestic Product (GDP) at constant prices for the period from 2005-06 to 2010-11 works out to be 8.6 percent. The year-wise details of growth rate of GDP at constant prices for the last six years are as follows:

Growth rate of GDP at Constant prices

Year	Growth rate
1	2
2005-06	9.48
2006-07	9.57

1	2
2007-08	9.32
2008-09	6.72
2009-10	8.39
2010-11	8.39

Source: Central Statistics Office (CSO).

(c) and (d) As per the data compiled by the World Bank, China and a number of smaller countries have registered a higher GDP growth rate during the last six years. However, the GDP growth of Indian economy has been higher than that of the developed countries of the world during this period. Since the fundamentals of Indian economy continue to be strong, the growth performance has been very impressive during the last six years despite the global economic slowdown and volatility in the international prices of crude oil.

(e) and (f) Yes, Madam. As per the International Monetary Fund's World Economic Outlook Database, September, 2011, per capita real GDP of the country in terms of purchasing-power-parity is estimated to be \$3,703 for the year 2011.

School Management Committee under RTE Act

1299. SHRI SUDARSHAN BHAGAT: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the total number of States to which orders for setting up "School Management Committee" under the Right to Education Act have been issued by the Union Government;

(b) whether any manual has been prepared by the Union Government regarding the constitution, functioning, etc. of School Management Committee; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (c) Section 21 of the Right of Children to Free and Compulsory Education (RTE) Act 2009 provides that every school, other than an unaided private school, shall constitute a School Management committees (SMC). At least three-fourths of members of SMCs shall be parents or guardians, with proportionate

representation of parents and guardians of children belonging to disadvantaged groups and weaker sections, and fifty percent of the members of SMCs shall be women. The Model Rules prepared by the Central Government and circulated to all States UTs for adoption/adaption *inter alia* specify the manner of constituting the SMCs and the additional functions that they should perform. States/ UTs have undertaken the process of constituting the SMCs in the schools.

Increase in Cases of Violence against Children

1300. SHRI RAKESH SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether cases of violence against children have increased in the country;

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

(c) whether professional and vocational courses are being given more importance in education;

(d) if so, whether it is one of the major causes of increase in the cases of violence against children;

(e) if so, whether the Government would emphasize on imparting emotional and social education to children in schools; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) As per the cases registered at National Commission for Protection of Child Rights (NCPDR), cases of violence against children are very much static. State-wise details of the cases for the last three years are given in the enclosed Statement.

(c) and (d) No, Madam.

(e) and (f) The National Curriculum Framework (NCF), 2005 has recommended holistic and integrated approach to nurture universal human values and constitutional values at all stages of education. It suggests that the entire school curriculum including school ethos, policies and practices, teacher's behaviour, attitudes and values, teaching activities in and out of the classroom and teaching of different subjects should enable students to imbibe and develop such values for living in harmony with oneself and others as responsible citizens. Syllabi and text books for all stages have been developed in consonance with the perspective highlighted in the NCF, 2005.

Statement

Sl. No. States/UTs		2009-10	2010-11	2011-12
1	2	3	4	5
1.	Andaman and Nicobar Island	0	2	0
2.	Andhra Pradesh	16	12	44
3.	Arunachal Pradesh	1	0	0
4.	Assam	2	6	2
5.	Bihar	24	9	8
6.	Chandigarh	0	0	0
7.	Chhattisgarh	3	4	2
8.	Dadra and Nagar Haveli	0	0	0
9.	Daman and Diu	0	0	0
10.	Delhi	36	44	51
11.	Goa	1	0	0
12.	Gujarat	3	6	6
13.	Haryana	8	13	4
14.	Himachal Pradesh	5	2	0
15.	Jammu and Kashmir	0	2	0
16.	Jharkhand	7	8	2
17.	Karnataka	9	9	3
18.	Kerala	3	5	2
19.	Lakshadweep	0	0	0
20.	Madhya Pradesh	19	10	8
21.	Maharashtra	14	12	10
22.	Manipur	1	4	2
23.	Meghalaya	0	2	4
24.	Mizoram	1	0	1
25.	Nagaland	1	2	2

1	2	3	4	5
26.	Odisha	26	3	15
27.	Puducherry	1	0	0
28.	Punjab	4	6	7
29.	Rajasthan	9	9	4
30.	Sikkim	0	0	0
31.	Tamil Nadu	19	12	23
32.	Tripura	0	2	1
33.	Uttar Pradesh	74	95	83
34.	Uttarakhand	2	2	3
35.	West Bengal	20	13	12
Total		309	294	299

Includes: Death, Murder, Attempted Murder, Rape, Corporal Punishment, Sodomy, Unlawful detention, Torture, Drugs/Abuse of Substance, Trafficking, Foeticide and Infanticide, Child Marriage, Sexual abuse, Death/Murder, Prostitution, Rape and Murder, Rape with Murder, Child Labour, Molestation, Kidnapping, Kidnapping and Rape/murder.

Non-Utilization of Funds

1301. SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI: Will the PRIME MINISTER be pleased to state:

(a) whether a major amount of the budget allocated for social sector schemes is lying unutilized;

(b) if so, the details thereof and the sector-wise allocation and utilization of funds during the last three years and the current year;

(c) the reasons for non-utilization of the funds during the said period, the year-wise details thereof; and

(d) the measures taken by the government to ensure that the whole process may not get affected adversely as a result of underutilization of the budget allocations?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE

MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) to (d) No Madam, A major amount of the budget allocated for social sectorschemes has been utilized, as is evident from the details given in the enclosed Statement, regarding projected Plan Outlay for Eleventh Plan and subsequent Annual Plan Allocations and Expenditure to the Ministries/ Departments operating Social Sector Schemes. The progress of these schemes is reviewed by the respective Ministries/Departments in the Central Government from time to time to ensure that the set objectives of each of the Schemes, as per guidelines of individual schemes, are achieved. However, the detailed information regarding objectives, financial and physical targets of scheme taken up in the past, which vary from scheme to scheme, is available with the respective Ministries/Departments' Annual Outcome and Performance Budgets, and on the websites of the Ministries/Departments concerned.

Statement*Plan Allocation & Expenditure of Ministries dealing with social sector**(Rs. Crore)*

Sl. No.	Ministry / Department	2007-08		2008-09		2009-10		2010-11		2011-12	11th Plan Outlay	
		Budget Estimates	Actual Expenditure	Budget Estimates	Actual Expenditure	Budget Estimates	Actual Expenditure	Budget Estimates	Revised Estimates	Budget Estimates	Total of Five Years BE Allocation	Projected Outlay at 2007-08 Prices
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Department of Food & Public Distribution	85.00	52.04	144.64	90.43	230.95	111.16	207.96	165.52	197.70	866.25	694.00
2.	Health	13875.00	12563.51	16534.00	15129.58	19534.00	17646.48	22300.00	21518.00	26760.00	99003.00	136147.00
3.	Education	28671.50	23070.07	34400.00	29548.67	36400.00	29640.26	42036.00	43835.50	52060.00	193567.50	269872.79
4.	Ministry of Labour & Employment	325.48	530.22	800.00	760.90	900.00	791.77	1000.00	1227.36	1300.00	4325.48	2499.60
5.	Ministry of Minority Affairs	500.00	196.57	1000.00	619.02	1740.00	1709.41	2600.00	2500.00	2850.00	8690.00	7000.00
6.	Ministry of Rural Development	27500.00	28793.69	49400.00	75129.24	80770.00	74309.07	89340.00	89577.50	87800.00	334810.00	194933.28
7.	Ministry of Social Justice & Empowerment	2001.00	2172.56	2400.00	2356.12	2500.00	2448.91	4500.00	4300.00	5375.00	16776.00	13043.01

1	2	3	4	5	6	7	8	9	10	11	12	13
8.	Ministry of Housing and Urban Poverty Alleviation	500.00	487.47	8619.86	4840.38	7579.83	4555.15	9421.60	7390.61	7954.78	34076.07	3246.00
9.	Ministry of Tribal Affairs	503.00	455.78	805.00	684.62	805.00	616.41	1200.00	1233.74	1430.00	4743.00	4108.62
10.	Ministry of Urban Development	2335.52	2873.04	5478.36	7304.85	5284.15	7627.39	7605.75	8519.52	8054.00	28757.78	12442.50
11.	Ministry of Women & Child Development	5793.00	5518.77	7200.00	6677.40	7350.00	8482.32	11000.00	10370.00	12650.00	43993.00	54765.00
Total (1 to 11)		82089.50	64150.21	126781.86	143141.21	163093.93	147938.33	191211.31	190637.75	206431.48	769608.08	698751.80

Note: Allocation/Expenditure to Social Sector is defined to include allocation/expenditure of the Ministries/Departments of Food & Public Distribution, Health & family welfare, Human Resource Development, Labour & Employment, Minority Affairs, Rural Development, Social Justice & Empowerment, Housing and Urban Poverty Alleviation, Tribal Affairs, Urban Development and Women & Child Development. Figures includes IEBR

Polytechnic Schools/Colleges

1302. SHRI RAVINDRA KUMAR PANDEY:
SHRI KAMAL KISHOR "COMMANDO":
SHRIMATI J. SHANTHA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of polytechnic schools/colleges proposed to be set up in the country including Uttar Pradesh and Jharkhand, State-wise and location-wise;

(b) the funds sanctioned and released for the purpose, State-wise;

(c) the present status of these schools/colleges;

(d) whether the Government has formulated any policy to establish more women polytechnics in the country;

(e) if so, the details thereof; and

(f) the steps taken for the expansion of technical education facilities in minority dominated districts in the States especially for Uttar Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) Under the scheme of "Sub-mission on Polytechnics under Coordinated Action for Skill Development", this Ministry provides financial assistance to the States/Union Territory Governments for setting up of new polytechnics in 300 unserved and under-served districts of the country including Uttar Pradesh and Jharkhand. The list of these 300 districts is given in the enclosed Statement.

(b) Financial assistance of Rs. 12.3 crore per polytechnic is provided to the State Governments. The funds released to the States/UTs are given in the enclosed Statement-II.

(c) The polytechnics are at various stages of construction and provisioning of land.

(d) No, Madam.

(e) Does not arise.

(f) Under the scheme, 57 minority concentration districts are eligible to receive financial assistance, out of which 48 districts have already been provided partial financial assistance. In the State of Uttar Pradesh, 13 minority concentration districts are eligible and all the 13 districts have already been covered.

Statement-I

Sl. No.	Districts
1	2
Jammu and Kashmir	
1.	Kupwara
2.	Baramula
3.	Badgam
4.	Pulwama
5.	Anantnag
6.	Doda
7.	Udhampur
8.	Punch
9.	Rajauri
10.	Kathua
11.	Bandipora
12.	Ganderbal
13.	Kulgam
14.	Shopian
15.	Ramban
16.	Kishtawar
17.	Reasi
18.	Samba
Himachal Pradesh	
19.	Lahul & Spiti
20.	Kullu
21.	Bilaspur
22.	Kinnaur
23.	Sirmour
DELHI	
24.	North
25.	North East
26.	Central

1	2
27.	West
28.	New Delhi
	Uttar Pradesh
29.	Kannauj
30.	Auraiya
31.	Kaushambi
32.	Shrawasti
33.	Balrampur
34.	Siddharthnagar
35.	Sant Kabir Nagar
36.	Mahrajganj
37.	Kushinagar
38.	Sant Ravidas Nagar (Bhadohi)
39.	Kanpur Dehat
40.	Etah
41.	Sonbhadra
42.	Jyotiba Phule Nagar
43.	Hamirpur
44.	Chitrakoot
45.	Bijnor
46.	Moradabad
47.	Rampur
48.	Agra
49.	Firozabad
50.	Mainpuri
51.	Budaun
52.	Pilibhit
53.	Shahjahanpur
54.	Kheri
55.	Hardoi

1	2
56.	Unnao
57.	Fatehpur
58.	Pratapgarh
59.	Barabanki
60.	Ambedkar Nagar
61.	Bahraich
62.	Basti
63.	Deoria
64.	Ghazipur
65.	Varanasi
66.	Mirzapur
67.	Gonda
68.	Azamgarh
69.	Balia
	Bihar
70.	Pashchim Champaran
71.	Purba Champaran
72.	Sheohar
73.	Sitamarhi
74.	Madhubani
75.	Supaul
76.	Araria
77.	Katihar
78.	Madhepura
79.	Siwan
80.	Vaishali
81.	Samastipur
82.	Khagaria
83.	Banka
84.	Munger

1	2
85.	Lakhisarai
86.	Sheikh pura
87.	Nalanda
88.	Bhojpur
89.	Buxar
90.	Kaimpur (Bhabua)
91.	Rohtas
92.	Jehanabad
93.	Aurangabad
94.	Nawada
95.	Jamui
96.	Arwal
97.	Kishanganj
98.	Darbhanga
99.	Gopalganj
100.	Saran
101.	Begusarai
102.	Bhagalpur
103.	Gaya
	Sikkim
104.	North District
105.	West District
	Arunachal Pradesh
106.	Tawang
107.	West Kameng
108.	East Kameng
109.	Lower Subansiri
110.	Upper Subansiri
111.	East Siang
112.	Upper Siang

1	2
113.	Dibang Valley
114.	Lohit
115.	Changlang
116.	Tirap
117.	Kurung Kumey
118.	Anjaw
119.	Lower Dibang Valley
	Nagaland
120.	Mon
121.	Tuensang
122.	Wokha
123.	Dimapur
124.	Phek
125.	Peren
126.	Longleng
127.	Kiphire
	Mizoram
128.	Mamit
129.	Kolasib
130.	Champhai
131.	Serchhip
132.	Lawngtlai
133.	Saiha
	Manipur
134.	Senapati (Excl. 3 sub-divisions)
135.	Tamenglong
136.	Churachandpur
137.	Bishnupur
138.	Thoubal
139.	Imphal East

1	2
140.	Ukhrul
141.	Chandel
	Tripura
142.	South Tripura
143.	Dhalai
144.	North Tripura
	Meghalaya
145.	East Garo Hills
146.	South Garo Hills
147.	West Khasi Hills
148.	Ri Bhoi
	Assam
149.	Dhubri
150.	Goalpara
151.	Barpeta
152.	Nalbari
153.	Darrang
154.	Marigaon
155.	Sonitpur
156.	Lakhimpur
157.	Dhemaji
158.	Tinsukia
159.	Sibsagar
160.	North Cachar Hills
161.	Karimganj
162.	Hailakandi
163.	Udalgiri
164.	Chirrang
165.	Baska
166.	Kamrup Rural

1	2
167.	Nagaon
168.	Golaghat
169.	Karbi Anglong
	West Bengal
170.	Dakshin Dinajpur
171.	Jalpaiguri
172.	Uttar Dinajpur
173.	Malda
174.	Birbhum
175.	Nadia
176.	North Twenty Four Parganas
177.	Bankura
178.	Puruliya
179.	Medinipur
180.	South Twenty Four Parganas
	Jharkhand
181.	Garhwa
182.	Hazaribagh
183.	Giridih
184.	Deoghar
185.	Godda
186.	Sahibganj
187.	Pakaur
188.	Lohardaga
189.	Gumla
190.	Pashchimi Singhbhum
191.	Chatra
192.	Palamau
193.	Jamtara
194.	Khunti

1	2
195.	Ramgarh
196.	Simdega
197.	Dumka
	Odisha
198.	Sambalpur
199.	Debagarh
200.	Kendrapara
201.	Jagatsinghapur
202.	Jajapur
203.	Nayagarh
204.	Puri
205.	Gajapati
206.	Baudh
207.	Sonapur
208.	Nuapada
209.	Kalahandi
210.	Nabarangapur
211.	Malkangiri
212.	Angul
213.	Mayurbhanj
214.	Bolangir
215.	Baragarh
216.	Koraput
217.	Bhadrak
218.	Balasore
219.	Khandmal
	Chhattisgarh
220.	Koriya
221.	Jashpur
222.	Kanker

1	2
223.	Dantewada
224.	Narayanpur
225.	Bijapur
226.	Surguja
227.	Janjgir - Champa
228.	Bilaspur
229.	Raipur
230.	Bastar
	Madhya Pradesh
231.	Sheopur
232.	Datia
233.	Shivpuri
234.	Rewa
235.	Umaria
236.	Mandsaur
237.	Shajapur
238.	Dewas
239.	Raisen
240.	Katni
241.	Dindori
242.	Anoopur
243.	Alirajpur
244.	Sidhi
245.	Vidisha
246.	Tikamgarh
247.	Panna
248.	Barwani
249.	Rajgarh
250.	Sehore
251.	Hoshangabad

1	2	1	2
	Gujarat		
252.	Narmada	277.	Bundi
253.	Tapi	278.	Dausa
254.	Junagadh	279.	Dholpur
255.	Kheda	280.	Dungarpur
256.	Navsari	281.	Hanumangarh
	Daman and Diu	282.	Jaiselmer
257.	Diu	283.	Jhunjhunu
	Haryana	284.	Karauli
258.	Yamuna Nagar	285.	Tonk
259.	Kurukshetra	286.	Banswara
260.	Fatehabad		Tamil Nadu
261.	Panchkula	287.	Theni
262.	Kaithal	288.	Thiruvarur
263.	Panipat	289.	Villupuram
264.	Rewari	290.	Thiruvannamalai
	Punjab	291.	Dharmapuri
265.	Kapurthala	292.	Karur
266.	Nawanshehr	293.	Perambalur
267.	Barnala		Andhra Pradesh
268.	Fatehgarh Sahib	294.	RangaReddy
269.	Mansa		Lakshadweep
270.	Faridkot	295.	LAKSHADWEEP
271.	Muktasar		Andaman & Nicobar
	Rajasthan	296.	Nicobars
272.	Pratapgarh	297.	Middle and North Andaman
273.	Nagaur		Uttarakhand
274.	Jalor	298.	Pithoragarh
275.	Baran		Maharashtra
276.	Bhilwara	299.	Akola
		300.	Hingoli

Statement

		<i>Rs. in Crore</i>
Sl. No.	State	Total
1.	Assam	42.00
2.	Andhra Pradesh	8.00
3.	Arunachal Pradesh	53.375
4.	Bihar	173.59
5.	Chhattisgarh	22.47
6.	Gujarat	15.12
7.	Haryana	31.24
8.	Himachal Pradesh	35.12
9.	Jammu and Kashmir	54.48
10.	Jharkhand	54.47
11.	Madhya Pradesh	152.60
12.	Maharashtra	22.00
13.	Manipur	4.24
14.	Meghalaya	8.125
15.	Mizoram	36.24
16.	Nagaland	10.25
17.	Odisha	170.47
18.	Punjab	70.00
19.	Rajasthan	150.12
20.	Sikkim	9.125
21.	Tamil Nadu	77.00
22.	Tripura	24.125
23.	Uttar Pradesh	317.71
24.	Uttarakhand	7.00
25.	West Bengal	37.12
26.	Lakshadweep	2.00
27.	Daman and Diu	2.00
Total		1589.99

Appointment of Safai Karamcharies

1303. SHRIMATI SUMITRA MAHAJAN: Will the PRIME MINISTER be pleased to state:

(a) the number of Safai Karamcharies appointed in various departments of the Union Government during the last three years;

(b) the number of seats reserved under each category i.e. General, O.B.C., S.C. and S.T. for the posts of Safai Karamchari filled during the last three years;

(c) whether the reserved posts of Safai Karamcharies could not be filled under any category; and

(d) if so, the steps taken by the Government for filling up the reserved posts?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) As per information received from various Ministries/ Departments, approximate number of Safai Karamcharies appointed in the Central Government during the year 2008 was 10,342 whereas for the year 2009 and 2010 it was 1,541 and 2,899 respectively.

(b) to (d) Reservation is provided to SC, ST and OBC candidates as per policy of Government. The posts of Safai Karmacharies are filled up by normally attracting candidates from the local areas; and for such cases the State/UT-wise percentage of reservation for the respective category has been fixed based on percentage of these castes in the population of that State/UT (2001 Census), subject to ceiling of 50%. The State/UT wise representation is at give in the enclosed statement. The representation of SCs, STs, OBCs etc. in Safai Karamcharies during the last three years is as under:

As on	SCs	STs	OBCs	UR	Total
1.1.2009	37,742	6,462	11,924	40,847	96,975
1.1.2010	34,982	4,241	7,700	23,173	70,096
1.1.2011	31,425	5,142	9,605	35,484	81,656

Information about number of reserved vacancies in the posts of Safai Karmachari and their filling up is not centrally maintained.

Statement

Sl. No.	Name of the State/UT	Percentage of Reservation		
		SCs	STs	OBCs
(1)	(2)	(3)	(4)	(5)
1.	Andhra Pradesh	16	7	27
2.	Arunachal Pradesh	1	45	0
3.	Assam	7	12	27
4.	Bihar	16	1	27
5.	Chhattisgarh	12	32	6
6.	Goa	2	12	18
7.	Gujarat	7	15	27
8.	Haryana	19	0	27
9.	Himachal Pradesh	25	4	20
10.	Jammu and Kashmir	8	11	27
11.	Jharkhand	12	26	12
12.	Karnataka	16	7	27
13.	Kerala	10	1	27
14.	Madhya Pradesh	15	20	15
15.	Maharashtra	10	9	27
16.	Manipur	3	34	13
17.	Meghalaya	1	44	5
18.	Mizoram	0	45	5
19.	Nagaland	0	45	0
20.	Odisha	16	22	12
21.	Punjab	29	0	21
22.	Rajasthan	17	13	20
23.	Sikkim	5	21	24
24.	Tamil Nadu	19	1	27
25.	Tripura	17	31	2
26.	Uttaranchal	18	3	13
27.	Uttar Pradesh	21	1	27
28.	West Bengal	23	5	22

(1)	(2)	(3)	(4)	(5)
29.	Andaman and Nicobar Island	0	8	27
30.	Chandigarh	18	0	27
31.	Dadra and Nagar Haveli	2	43	5
32.	Daman and Diu	3	9	27
33.	Delhi	15	7.5	27
34.	Lakshadweep	0	45	0
35.	Pondicherry	16	0	27

Opening of Professional Schools

1304. SHRI HARSH VARDHAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the All Indian Council for Technical Education (AICTE) has decided not to allow opening of further more professional schools in the country;

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

(c) the number of professional schools functioning in the academic year 2011-12 alongwith the number of students passed out from each of these schools?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) All India Council for Technical Education (AICTE) has decided for granting approval for academic year 2012-13 and 2013-14 to all applications found suitable with reference to qualifying norms and standards. However, in the interest of the nation as a whole and efforts for imparting quality education the council has written to all State Governments seeking data on enrollment, their perspective plans so that such data can be analysed from the Nation's perspective before implementing a decision for 2014-15 to grant approvals for establishment of new institutions from the academic year 2014-15 for better planning of manpower assessment, demand and supply.

(c) The number of professional schools functioning in the academic year 2011-12 is 10139. The data regarding passed out students is not maintained by AICTE.

[English]

Vocational Education and Training

1305. SHRI KISHANBHAI V. PATEL:
SHRI PRADEEP MAJHI:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the National Institute of Open Schooling has organised a conference on Integration of Academic Courses with Vocational Education in Secondary Schools in the recent past;

(b) if so, the details of the theme of the said conference;

(c) whether there is a need to redefine the Vocational Education and Training in the country; and

(d) if so, the details of the steps so far taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Yes Madam. One of the issues discussed in the conference, organized by the National Institute of Open Schooling (NIOS), was on the vocational skills and training to empower citizens. The importance of integration of vocational education with school curriculum was stressed upon in the conference.

(c) and (d) Ministry of Human Resource Development has taken steps to redefine Vocational Education and Training (VET) by providing multiple entry and exit, horizontal and vertical mobility and introduction of demand driven vocational courses.

Status of Bills

1306. SHRIMATI ANNU TANDON: Will the Minister HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the status of the establishment of the National Accreditation Regulatory Authority to monitor and evaluate quality of higher education institutions; and

(b) the steps taken/being taken for the establishment of educational tribunals and the progress made in this regard so far?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) The National Accreditation Regulatory Authority For Higher Educational Institutions 2010 was introduced in Lok Sabha on 3rd May, 2010. Bill has not yet come up for consideration of Parliament.

The Educational Tribunals Bill, 2010 was introduced in Lok Sabha on 3rd May, 2010. Certain amendments have been carried out in the Bill based on the recommendations made by the Department Related Parliamentary Standing Committee. The amended Bill has yet come up for consideration of Parliament.

[Translation]

Fake Aadhaar Cards

1307. SHRI DANVE RAOSAHEB PATIL: Will the Hon'ble Minister be pleased to state:

(a) whether the Government has taken any steps to prevent the cross border infiltration of people into India from neighboring countries on the basis of duplicate/fake Aadhaar Cards

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE, MINISTRY OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) to (c) The mandate of the Unique Identification Authority of India (UIDAI) is to issue unique identification numbers to residents of the country. The UIDAI will issue a number, a card. The UID numbers are meant to prove only

identity. It does not confer citizenship nor does it generate entitlements, which will be determined by the relevant statutory/implementing authorities. Efforts to prevent cross border infiltration is an ongoing endeavour of the Government of India.

Cost of Professional Courses

1308. SHRI VIRENDRA KUMAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether professional courses in the country are becoming costlier continuously;

(b) if so, whether the Government proposes to take any effective steps to curtail the fees of these courses;

(c) if so, the details thereof; and

(d) if not, the reasons therefore?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (d) The fee to be charged by technical programmes in AICTE approved institutions is fixed by State Level Fee Committee constituted by the respective State Governments under the direction of Hon'ble Supreme Court in the TMA Pai foundation and others Vs State of Karnataka and others, WP(C) 317 of 1993. As regards IIMs, the Memorandum of Association of all IIMs empowers the respective Board of Governors to fix the fees and the matter of fixing of fees does not fall within the jurisdiction of the Government.

To ensure that the deserving students from weaker sections are not denied admission to institutions of higher learning on account of lack of resources following steps has been taken:

1. The All India Council For Technical Education (AICTE) has notified a Tuition Fee Waiver Scheme for sons & daughters of parents having annual income of less than Rs. 4.5 lakhs from all sources which is mandatory for all AICTE approved technical institutions offering Bachelor programme, Diploma, Post Diploma programme of three/ four years of duration. The seats upto maximum 5% of sanctioned intake per course supernumerary in nature are available for these admissions.
2. The India Institutes of Management (IIMs) provide

need based scholarship/financial assistance to the students the quantum of which is decided on case to case basis by Committees constituted at IIMs for the purpose.

3. The Government has launched a scheme to provide full interest subsidy during the period of moratorium on Education loan taken by students belonging to Economically Weaker Sections from scheduled banks under the Educational Loan scheme of the Indian Banks' Association, for pursuing any of the approved courses of studies in technical and professional streams, from recognized institutions in the country.

[English]

Scholarship Schemes for SC/ST Students

1309. SHRI BAL KUMAR PATEL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether some universities have returned the unutilized funds in respect of the Indira Gandhi Scholarship Scheme for single girl child and Rajiv Gandhi National Fellowship Scheme for SC/ST students;

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

(c) the total number of applicants for such schemes during each of the last three years and the current year, State-wise;

(d) the number of students benefited and the total amount disbursed during the above period, State-wise; and

(e) the steps taken/proposed to be taken by the Government to ensure that the benefits of the schemes reach the needy students and the funds allocated for the purpose are optimally utilized?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) Yes, Madam.

(b) Details of refund of unutilized funds by Universities/colleges under the scheme of Indira Gandhi Scholarship Scheme for Single Girl Child is as under:-

Academic session	Number of University/Colleges	Unutilized funds returned (In Rupees)
2008-10	25	28,16,194
2009-11	17	13,42,064
2010-12	6	3,00,000

The UGC has received the following refunds under Rajiv Gandhi National Fellowship for SC/ST Scheme, during the last three years:

Financial year	Amount of refund received (In rupees)
2008-09	31,40,563/-
2009-10	77,99,281/-
2010-11	53,63,614/-

As per Indira Gandhi Scholarship Scheme for single girl child, the awardees receive a grant of Rs. 40,000/- for two academic years (20 months). In case the awardee does not obtain 60% or more in the PG-1st year examination, then she is not eligible to draw the scholarship for the IInd year. Most of the refunds received under the scheme pertain to such cases. Refunds under the scheme of Rajiv Gandhi National Fellowship for SC/ST are for the reason 6 v that the awardee is not taking up the fellowship for personal reasons, appointment of the awardee to some permanent/temporary teaching assignment and completion of M.Phil/Ph.D.

(c) Statement showing the details is given in the enclosed Statement for Indira Gandhi Scholarship Scheme. Details are being collected for Rajiv Gandhi National Fellowship Scheme for SC/ST students.

(d) Statement showing the details is given in the enclosed Statement-II and III for Indira Gandhi Scholarship Scheme for single girl child and Rajiv Gandhi National Fellowship Scheme for SC/ST students respectively.

(e) The University Grants Commission (UGC) is strengthening these schemes by providing financial assistance to selected candidates through e-payment to prevent hardships to candidates.

Statement-I*Total number of application received during last three and current years*

Sl. No.	Name of States	Application Received			
		2008-10	2009-11	2010-12	2010-12
1	2	3	4	5	6
1.	Andhra Pradesh	147	317	43	247
2.	Arunachal Pradesh	1	4	31	1
3.	Assam	36	51	57	67
4.	Bihar	4	12	9	5
5.	Chhattishgarh	8	17	32	1
6.	Delhi	42	86	13	46
7.	Goa	2	4	11	6
8.	Gujarat	23	51	40	36
9.	Haryanana	12	25	32	21
10.	Himachal Pradesh	16	7	14	4
11.	Jammu and Kashmir	1	1	2	2
12.	Jharkhand	13	19	9	14
13.	Karnataka	127	238	241	143
14.	Kerala	397	407	758	738
15.	Madhya Pradesh	26	28	16	10
16.	Maharashtra	97	53	111	126
17.	Manipur	5	4	6	9
18.	Meghalaya	3	1	8	2
19.	Mizoram	0	3	5	0
20.	Nagaland	2	1	2	0
21.	Orissa	8	17	54	15
22.	Punjab	57	49	86	60
23.	Rajasthan	47	27	45	9
24.	Sikkim	0	0	0	1
25.	Tamil Nadu	293	389	674	407

1	2	3	4	5	6
26. Tripura		48	24	38	16
27. Uttarakhand		8	11	23	9
28. Uttar Pradesh		107	87	185	34
29. West Bengal		448	639	637	721
30. Andaman and Nicobar Island		0	0	0	3
31. Chandigarh		0	0	0	5
32. Dadar and Nagar Haveli		0	0	0	0
33. Daman and Diu		0	0	0	0
34. Lakhsadweep		0	0	0	1
35. Puducherry		6	11	19	23

Statement-II

State-wise statement showing the number of benefited students under the scheme of PG Indira Gandhi Scholarship for Single Girl Child for 2008-10, 2009-11 and 2010-12

Sl. No.	Name of States	No. of benefited students		
		2008-10	2009-11	2010-12
1	2	3	4	5
1.	Andhra Pradesh	61	103	29
2.	Assam	16	32	37
3.	Bihar	0	3	3
4.	Chandigarh	28	16	16
5.	Chhattisgarh	6	10	14
6.	Goa	2	1	3
7.	Gujarat	16	12	16
8.	Haryana	6	7	15
9.	Himachal Pradesh	2	2	5
10.	Jammu and Kashmir	0	1	1
11.	Jharkhand	4	6	5
12.	Karnataka	67	89	109
13.	Kerala	321	286	650

1	2	3	4	5
14. Madhya Pradesh		3	10	7
15. Maharashtra		38	25	52
16. Manipur		3	2	2
17. Meghalaya		2	0	4
18. Delhi		36	43	57
19. Odisha		4	9	16
20. Puducherry		1	8	8
21. Punjab		17	8	16
22. Rajasthan		20	10	13
22. Tamil Nadu		158	270	535
23. Tripura		23	14	32
24. Uttar Pradesh		49	51	79
25. Uttarakhand		5	7	7
26. West Bengal		312	513	567

State/UT-wise application received under the scheme of Post-Graduate Scholarship for Single Girl Child

Sl. No.	Academic session State / U.T.	2008-10	2009-11	2010-12	2011-13
		App. received	App. received	App. received	App. received
1	2	3	4	5	6
1.	Andhra Pradesh	147	317	43	247
2.	Arunachal Pradesh	1	4	3	1
3.	Assam	36	51	57	67
4.	Bihar	4	12	9	5
5.	Chhattisgarh	8	17	32	1
6.	Delhi	42	86	13	46
7.	Goa	2	4	11	6
8.	Gujarat	23	51	40	36
9.	Haryana	12	25	32	21

1	2	3	4	5	6
10. Himachal Pradesh		16	7	14	4
11. Jammu and Kashmir		1	1	2	2
12. Jharkhand		13	19	9	14
13. Karnataka		127	238	241	143
14. Kerala		397	407	758	738
15. Madhya Pradesh		26	28	16	10
16. Maharashtra		97	53	111	126
17. Manipur		5	4	6	9
18. Meghalaya		3	1	8	2
19. Mizoram		0	3	5	0
20. Nagaland		2	1	2	0
21. Odisha		8	17	54	15
22. Punjab		57	49	86	60
23. Rajasthan		47	27	45	9
24. Sikkim		0	0	0	1
25. Tamil Nadu		293	389	674	407
26. Tripura		48	24	38	16
27. Uttarakhand		8	11	23	9
28. Uttar Pradesh		107	87	185	34
29. West Bengal		448	639	637	721
30. Andman and Nicobar Island		0	0	0	3
31. Chandigarh		0	0	0	5
32. Dadar and Nagar Haveli		0	0	0	0
33. Daman and Diu		0	0	0	0
34. Lakshadweep		0	0	0	1
35. Puducherry		6	11	19	23

Statement-III

Statement showing State-wise, Year-wise & Category-wise number of selected candidate so far under the scheme of Rajiv

Sl. No.	Name of the State/Union Territory	Number of slots allotted- As per Govt. of India			Selection & Financial Year									
					2008-09		2009-10		2010-11		2011-12		Grand Total	
		w.e.f. 1.4.2005 SC	w.e.f. 1.4.2010 SC	w.e.f. 1.4.2010 ST	SC	ST	SC	ST	SC	ST	SC	ST	SC	ST
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1.	Andhra Pradesh	99	148	40	98	42	99	40	188	70	200	79	585	231
2.	Andoman and Nicobar	0	0	1	0	0			0	1			0	1
3.	Arunachal Pradesh	0	0	6	0	19		29		14		25	0	87
4.	Assam	15	22	26	19	37	38	45	24	30	24	35	105	147
5.	Bihar	104	157	6	81	4	84	7	143	6	68	4	376	21
6.	Chandigarh	1	2	0	0	0			2		3		6	0
7.	Chhattisgarh	19	29	53	18	13	25	10	17	15	30	13	90	51
8.	Dadra Nagar Haveli	0	0	1	0	0						37	37	0
9.	Daman and Diu	0	0	1	0	0							0	
10.	Delhi	19	28	0	20	1	25		30				75	1
11.	Goa	0	1	1	0	0						2	0	2
12.	Gujarat	29	43	58	29	45	29	55	46	55	43	28	147	183
13.	Haryana	33	49	0	35	0	34		54		57		180	0
14.	Himachal Pradesh	12	18	2	14	5	12	4	22	11	23	12	71	32
15.	Jammu and Kashmir	6	9	9	10	25	11	10	10	12	10	15	41	62
16.	Jharkhand	26	38	56	19	41	17	12	14	57	17	44	67	154

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
17. Karnataka		69	103	27	69	27	69	27	118	37	134	42	390	133
18. Kerala		25	38	3	25	2	25	5	40	3	46	4	136	14
19. Lakshadweep		0	0	1	0	1						2	0	3
20. Madhya Pradesh		73	110	95	78	58	74	55	117	77	127	64	396	254
21. Maharashtra		79	119	66	80	23	78	17	135	10	148	13	441	63
22. Manipur		0	1	7	18	65	34	100	3	74	8	68	63	307
23. Meghalaya		0	0	16	4	36	2	47		23		27	6	133
24. Mizoram		0	0	7	0	27	5	42		15		23	5	107
25. Nagaland		0	0	14	3	55	2	61	19	30	5	30	5	165
26. Odisha		49	73	63	48	41	44	19	75	32	74	34	241	126
27. Puducherry		1	2	0	1	0	1		5		3		10	0
28. Punjab		56	84	0	58	0	56		84		84		282	0
29. Rajasthan		78	116	56	79	61	77	56	120	62	118	60	394	239
30. Sikkim		0	0	1	0	3	1	1	1	2		5	2	11
31. Tamil Nadu		95	142	5	97	5	95	5	188	7	241	7	621	24
32. Tripura		4	7	8	5	3	3	6	4	7	5	4	17	20
33. Uttar Pradesh		281	422	1	290	1	279	1	436	6	371	5	1376	13
34. Uttrakhand		12	18	2	12	2	12	2	19	3	20	3	63	10
35. West Bengal		148	221	35	122	25	102	11	105	19	109	19	438	74
		133	2000	667	1333	667	1333	667	2000	667	2000	667	6666	2668

NRI Investment in Education Sector

1310. SHRI ANANDRAO ADSUL:
SHRI ADHALRAO PATIL SHIVAJI:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government is considering to relax regulations to help Non-Resident Indians (NRIs) to invest and participate in the growth of education sector to achieve 10 per cent growth in the Twelfth Five Year Plan (2012-2017);

(b) if so, the details thereof;

(c) whether there is any hurdle to relax the norms; and

(d) if so, the steps taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) No, Madam.

(b) Does not arise.

(c) No, Madam.

(d) Does not arise.

Rule for Civil Servants

1311. SHRI PURNMASI RAM:
SHRI SUSHIL KUMAR SINGH:
SHRI RUDRAMADHAB RAY:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government has notified a rule making it compulsory for IAS, IPS and officers from other all-India services to retire in 'public interest' if they fail to clear a review after 15 and 25 years of service as reported in the media;

(b) if so, the details of IAS, IPS and officers from all-India services who have retired in public interest so far;

(c) whether the Government has laid down any criteria in this regard;

(d) if so, the details thereof;

(e) whether the Government also proposes to implement the same norms for employees of Central Secretariat Stenographer Service;

(f) if so, the details thereof; and

(g) whether there is any proposal to initiate disciplinary proceedings against officer(s) who do not take action on communications received from general public within the stipulated period prescribed in CSMOP, and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) In so far as All India Service Officers are concerned, Rule 16(3) of the All India Services (DCRB) Rules, 1958 has been amended on 31st January, 2012 which provides that the Central Government may, in consultation with the State Government concerned, require a Member of the Service to retire from Service in public interest, after giving such Member at least three month's previous notice in writing or three month's pay and allowances in lieu of such notice:-

(i) after the review when such Member completes 15 years of qualifying Service; or

(ii) after the review when such Member completes 25 years of qualifying Service or attains the age of 50 years, as the case may be; or

(iii) if the review referred to in (i) or (ii) above has not been conducted, after the review at any other time as the Central Government deems fit in respect of such Member.

(b) Since the rule 16(3) of AIS (DCRB) Rules, 1958 has been amended recently on 31.01.2012, no officer has been retired prematurely in public interest invoking the amended provision of the rule. However, All India Service officers have been retired prematurely in public interest in the past invoking the pre-amended Rule 16(3) of AIS (DCRB) Rules, 1958 after their completion of 30 years of qualifying service or 50 years of age.

(c) and (d) The existing guidelines for reviewing the records of the All India Services Officers are based on the

principles of weeding out the officer(s) of doubtful integrity or the officers who have outlived their utility and their services are no longer useful to the general administration.

(e) and (f) So far as Central Government Employees are concerned, Government may retire any Government Servant in public interest after he has attained the age 50/55 years or after completion of 30 years service by giving him notice of not less than three months in writing or three months pay and allowances in lieu of such notice.

(g) There is no provision in the CSMOP for initiating disciplinary proceedings against defaulting officer(s). However, para 66 of the CSMOP provides guidelines for handling communications received from the general public.

[Translation]

English Medium Schools

1312. SHRI ZAFAR ALI NAQVI:
KUMARI SAROJ PANDEY:
SHRI RAVINDRA KUMAR PANDEY:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the percentage of English, Hindi and other regional language medium education centres out of the total primary and secondary education centres in the country separately;

(b) whether the Government has formulated any action plan for setting up more English medium education centres for helping students adjust to the global demands; and

(c) if so, the date from which the said plan has been implemented alongwith the State-wise number of new English medium education centres set up under the same?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) The data on number/percentage of schools - medium wise is not centrally maintained. However, as per District Information System for Education (DISE) data, information in respect of schools at primary and upper primary level is as under:

Language	Primary	Upper Primary	Total
Hindi	445484	273903	719387
English	67765	91101	158866
Other Languages	313982	170051	484033
Total Schools	827231	535055	1362286

(b) and (c) No specific action plan has been formulated for setting-up of English medium schools. However, a scheme for setting up of 6,000 model schools at the rate of one school per block as benchmark of excellence with the objective to have at least one good quality senior secondary school in every block was launched in November, 2008:

Out of these 6000, 3500 schools are to be set up in educationally backward blocks (EBBs) in Kendriya Vidyalaya (KV) template through State/UT Governments. The medium of instructions for these schools are left to the State/UT Governments. However, special emphasis is to be given on English teaching and spoken English in these model schools.

Funds for Education

1313. SHRIMATI DEEPA DASMUNSI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has received any proposal for providing assistance for Primary, Secondary and Vocational education from the Government of West Bengal during the last three years;

(b) if so, the details thereof;

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (c) Details of the funds released to Government of West Bengal for the proposals received for the schemes during 2008-09 to 2011-12 are given as under:

(Rs. in Crore)

Scheme	2008-09	2009-10	2010-11	2011-12
Sarva Shiksha Abhiyan (SSA)	651.69	1041.42	1747.03	1679.52
Mid Day Meal (MDM)	434.34	672.00	794.80	740.00
ICT@Schools	7.62	-	35.00	36.46
Rashtriya Madhyamik Shiksha Abhiyan (RMSA)	-	13.00	Nil	2.74
Model Schools	-	3.58	19.07	Nil
Teacher Education	4.57	4.85	2.41	0.54
Inclusive Education for Disabled at Secondary Stage (IEDSS)	5.15	-	3.90	14.22 (Approved for release as 1st instalment)

[English

**MoU between India and Myanmar
on Information Cooperation**

1314. SHRI MANICKA TAGORE: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has signed a Memorandum of Understanding (MoU) with the Myanmar on information co-operation;

(b) if so, the details thereof; and

(c) the details of modalities and execution of the MoU between two countries?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) to (c) The information is being collected and will be laid on the Table of the House.

Cutting of Flights by Global Airlines

1315. SHRIMATI BOTCHA JHANSI LAKSHMI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether various global airlines have cut flights to India due to high airport charges, stiff taxes on jet fuel and low fares;

(b) if so, the names and details of such airlines; and

(c) the appropriate steps the Government proposes to take to rationalise the things and to avoid such

situations in future?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Air Asia had informed about suspension of its services from Mumbai and Delhi citing structural issues in the Indian Aviation market which included airport and handling costs at above airports. Restriction on VISA was cited as another reason for suspension of flights.

(c) Commencement or suspension of operation is a commercial decision of the airline. Government has set up Airport Economic Regulatory Authority (AERA) for regulation of airport charges. Further airlines have been allowed direct import of Aviation Turbine Fuel.

Special Focus Districts

1316. SHRI P. VISWANATHAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of districts in the country having low retention rate in schools below 60%, State-wise;

(b) the criteria in determining the eligibility for Special Focus Districts (SFDs);

(c) the number of SFDs that have been identified in the country, State-wise, location-wise; and

(d) the total amount of funds released/utilized under this scheme during the last three years and the current year, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D.

PURANDESWARI): (a) The Department of School Education and Literacy has identified 126 districts with retention rate below 60% for the year 2011-12 under Sarva Shiksha Abhiyan (SSA).

(b) to (d) Special Focus Districts (SFDs) are identified on the basis of (a) Programme category gaps, viz. (i) districts with a classroom gap exceeding 3000 classrooms, (ii) districts with more than 20,000 out-of-school children, (iii) gender gap in enrollment exceeding 10% at primary and 20% at upper primary level, and (iv) retention rate lower than 60%, and (b) Social category gaps, viz., districts with more than 25% Scheduled Caste or Scheduled Tribe

population, 20% Muslim minority population, as well as districts affected by Left Wing Extremism and Border Area Districts. Several districts have been classified as SFDs under one or more of the above categories. The number of SFDs changes from year to year. The state wise number of SFDs for the year 2011-12 is given in the enclosed Statement. The funds - Central share, State share and 13th Finance Commission - are released to the SSA State Implementation Societies (SISs). SISs release the funds to the districts as per need and expenditure. The releases and utilization by the SFDs is maintained at state level and not centrally.

Statement

Sl. No	Districts	Programme Category Group				Social Category Group					
		ACR GAP > 3000 & above	OoSC > 20,000*	Gender Gap above 10% at Pry. OR 20% at UP (DISE 09-10)	Retention Rate (P) below 60%	Schedul- ed Tribes (25% and above)	Schedul- ed Castes (25% and above)	PMO's 121 Minority Districts	Muslim Concen- tration (20% and above)	Naxalite Affected Districts	Border Are Districts
		Category A		Category B		Category C					
1	3	4	5	6	7	8	9	10	11	12	13
1	Andaman and Nicobar Islands	0	0	0	0	0	0	2	0	0	0
2	Andhra Pradesh	5	1	0	0	1	0	1	1	1	0
3	Arunachal Pradesh	0	0	0	11	9	0	7	0	0	12
4	Assam	3	0	0	0	2	0	13	13	0	7
5	Bihar	33	18	1	11	0	1	7	7	6	7
6	Chhattisgarh	1	3	0	5	8	0	0	0	7	0
7	Daman and Diu	0	0	1		0	0	0	0	0	0
8	Dadra and Nagar Haveli	0	0	0		1	0	0	0	0	0
9	Delhi	0	0					2	2	0	0
10	Goa	0	0	0	0	0	0	1	0	0	0

1	3	4	5	6	7	8	9	10	11	12	13
11	Gujarat	0	0	2	1	6	0	0	2	0	3
12	Haryana	0	1	1	1	0	3	2	1	0	0
13	Himachal Pradesh	0	0	0	0	2	6	2	0	0	2
14	Jammu and Kashmir	0	0	2	1	4	0	1	11	0	9
15	Jharkhand	3	0	0	14	8	2	4	5	11	0
16	Karnataka	0	0	0	1	0	1	3	1	0	0
17	Kerala	0	0	0		0	0	14	6	0	0
18	Lakshwadeep	0	0	0		0	0	0	1	0	0
19	Madhya Pradesh	0	0	0	10	16	0	1	1	1	0
20	Maharashtra	1	0	0	1	2	0	9	1	2	0
21	Manipur	0	0	0	7	5	0	6	1	0	3
22	Meghalaya	0	0	0	4	7	0	1	0	0	5
23	Mizoram	0	0	0	1	8	0	2	0	0	6
24	Nagaland	0	0	0	7	11	0	0	0	0	4
25	Odisha	0	1	0	1	13	0	1	0	5	0
26	Punjab	0	0	6	0	0	12	0	0	0	3
27	Puducherry	0	0	0	0	0	0	1	1	0	0
28	Rajasthan	0	0	7	23	4	2	1	1	0	4
29	Sikkim	0	0	0	1	1	0	4	0	0	3
30	Tamil Nadu	0	0	0	0	0	7	1	0	0	0
31	Tripura	0	0	0	0	1	0	0	0	0	4
32	Uttarakhand	0	0	0	1	0	1	2	2	0	5
33	Uttar Pradesh	9	0	0	19	0	17	21	20	1	7
34	West Bengal	15	3	0	6	0	9	12	11	1	10
Total		70	27	20	126	109	61	121	88	35	94

[Translation]

Visit by Dignitaries

1317. SHRI MANIKRAO HODLYA GAVIT:
SHRI ADHIR CHOWDHURY:
SHRI E.G. SUGAVANAM:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the details of visits by foreign dignitaries to India during the last three months, till date;

(b) the issues on which deliberations were held with each of the dignitaries;

(c) whether any bilateral agreements were signed by them;

(d) if so, the details thereof;

(e) the details of visits undertaken by the Prime Minister and the External Affairs Minister during the above period;

(f) the details of discussions held and the outcome thereof; and

(g) the steps taken by the Government to improve the bilateral relations with these countries?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) and (b) The foreign dignitaries who visited India during the last three months till date include the following: the President of Mali; the President of Kiribati; the President of Seychelles; the President of Finland; the President of the European Commission of the European Union and the President of European Council of the European Union; the Prime Minister of Bhutan; the Prime Minister of Japan; the Prime Minister of Trinidad & Tobago; the Prime Minister of Thailand; the Prime Minister of Mauritius; the Prime Minister

of Bangladesh; the Prime Minister of Nepal; the Prime Minister of Kenya; the Queen Mother of Bhutan; the Foreign Minister of Thailand; the Foreign Minister of Myanmar; the Foreign Minister of Seychelles; the Foreign Minister of Italy; the Foreign Minister of China; the High Representative for Foreign Affairs of European Union; the President of UNGA; and the Special Representative of China.

During these visits, various issues relating to bilateral, regional and international matters were discussed by our Leaders with their counterpart dignitaries.

(c) and (d) The details of bilateral agreements signed during the above visits are given in the enclosed Statement.

(e) and (f) During the above period, the Prime Minister of India visited the Russian Federation. The Minister of External Affairs visited Israel, Palestine, Sri Lanka, China, Egypt and Singapore.

Issues in the bilateral, regional and international areas were discussed by our Leaders with their counterparts. A list of Agreements signed during these visits is given in the enclosed Statement.

(g) One of the major elements in the discussions with the visiting leaders as also during the outgoing visits related to the various steps taken towards the consolidation and development of bilateral relations with each of these countries. These are reflected in the agreements concluded during the visits. Effective follow up mechanism to implement the decisions arrived at in the discussions between the Leaders of India and the countries concerned is an important element in moving forward the relations with these countries.

Statement

Agreements/MoUS signed during various visits in the period December 15, 2011 to March 10, 2012

Sl. No.	Visits	Agreements
1	2	3

Incoming Visits

- | | |
|--|--|
| <p>1. President of Mali</p> <p>2. President of the European Council of the European Union and the President of the European Commission of the European Union</p> <p>3. Prime Minister of Japan</p> <p>4. Prime Minister of Trinidad and Tobago</p> | <p>1. MoU on Co-operation in the Field of Geology and Mineral Resources between the Ministry of Mines of the Government of India and Ministry of Mines of the Government of the Republic of Mali</p> <p>2. Joint Statement by India and Mali on the Occasion of the visit of the President of Mali</p> <p>3. Line of Credit of USD 100 Million for a Power Transmission Project</p> <p>1. Memorandum of Understanding between the Central Statistics Office (CSO), the Ministry of Statistics and Programme Implementation, Government of India and the European Commission (EUROSTAT) on Statistical Co-Operation</p> <p>2. India-European Union Joint Declaration on Research and Innovation Cooperation</p> <p>1. Vision for the Enhancement of India-Japan Strategic and Global Partnership upon entering the year of the 60th Anniversary of the Establishment of Diplomatic Relations</p> <p>1. Memorandum of understanding between the Government of the Republic of India and the Government of the Republic of Trinidad and Tobago on co-operation in the field of Traditional Systems Medicine.</p> <p>2. Air Services Agreement between the Government of the Republic of India and the Government of the</p> |
|--|--|

1	2	3
		Republic of Trinidad and Tobago
		3. Technical Cooperation Agreement (In the field of Education) between the Government of the Republic of India and the Government of the Republic of Trinidad and Tobago
		4. Programme of Cultural Exchanges between the Government of the Republic of India and the Government of the Republic of Trinidad and Tobago for the years 2012-2014
		5. Memorandum of understanding between Central Council for Research in Ayurvedic Sciences (CCRAS) Department of AYUSH, Ministry of Health and Family Welfare, the Government of the Republic of India and the University of West Indies, Trinidad and Tobago.
5.	Prime Minister of Thailand	1. MoU on Defence Cooperation between India and Thailand
		2. Treaty between the Republic of India and the Kingdom of Thailand on the Transfer of Sentenced Prisoners
		3. Second Protocol To Amend the Framework Agreement between India and Thailand
		4. Programme of Cooperation in the fields of Science & Technology for the year 2012-20145. Cultural Exchange Programme between India and Thailand for the year 2012-20146. MoU between ICCR and Chulalongkorn University for setting up a Chair at the India Studies Centre
6.	Prime Minister of Mauritius	1. MOU on Science and Technology Cooperation
		2. MOU on Cooperation in the field of Sports and Youth Affairs
		3. Education Exchange Programme between India and Mauritius

1	2	3
7. Foreign Minister of Seychelles	<ol style="list-style-type: none"> 4. Memorandum of Understanding for Cooperation in Textiles 5. MOU between National Council of Science Museums of India and the Rajiv Gandhi Science Centre Trust Fund of Mauritius for setting up a Planetarium at the RGSC, extension of the existing RGS building for new galleries and upgrading of existing galleries. 1. MOU between Government of India and the Government of Seychelles for the supply of Coastal Surveillance Radar Systems. 2. Agreement between BEL and the Government of Seychelles for the supply of Coastal Surveillance Radar Systems (CSRS) 3. Agreement between HAL and the Government of Seychelles for the supply of a Dornier Aircraft. 	<p style="text-align: center;">Outgoing Visits</p> <ol style="list-style-type: none"> 1. Protocol No. 2 (on the Su- 30 MKI Aircraft Licensed Production Expansion in India for 42 Units) 2. An Inter-Governmental Agreement and a Memorandum of Understanding between the Competition Commission of India and the Federal Antimonopoly Service (Russian Federation) 3. Protocol of Intentions between the Department of Science and Technology, Government of India and the Interregional Association "Siberian Accord" Siberian Federal District Russian Federation on Fly Ash Utilization and Safe Management 4. Memorandum of Understanding on Cooperation on Drug Quality and Safety Standards between the Central Drugs Standard Control Organization
1. Prime Minister's visit to Russian Federation		

1	2	3
		(Republic of India) and the Federal Service for Surveillance in the Sphere of Public Health and Social Development (Russian Federation)
		5. Educational Exchange Programme between the Ministry of Education and Science of the Russian Federation and the Ministry of Human Resource Development of the Republic of India on Cooperation in the Field of Education
2.	External Affairs Minister's visit to Israel	1. Agreement for Reciprocal Extradition of each other's nationals 2. Agreement for Transfer of Sentenced Persons
3.	External Affairs Minister's visit to Sri Lanka	1. MoU between Government of India and Sri Lanka for Housing Project 2. Line of Credit of US dollars 382.37 Million between Government of India and Sri Lanka for the restoration of Northern Railway Services 3. Buyer's Credit Agreement for US Dollars 60.69 million between EXIM Bank of India and Government of Sri Lanka 4. MoU between Government of India and Sri Lanka on cooperation in the field of Agriculture 5. MoU between Telecom Regulatory Authority of India and Telecommunication Regulatory Commission of Sri Lanka

Special Concession to Hilly States

1318. DR. RAJAN SUSHANT: Will the PRIME MINISTER be pleased to state:

(a) whether in view of the harsh geographical conditions of hilly States, special concession/facility is proposed to be provided by various Ministries/Departments with regard to development norms;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) to (c) Yes Madam, the hilly States which include Jammu and Kashmir, Himachal Pradesh, Uttarakhand and States of North Eastern Region have been given the status of Special Category States (SCS) by the National Development Council. The Normal Central Assistance (NCA) is provided to the Special Category States and Non Special Category States in the ratio of 9:7. The Additional Central Assistance for Externally Aided Projects and Special Plan Assistance are provided to SCS as 90% grant. In addition, special dispensation/concessions are also provided under various development programmes for hilly States. Details of concessions given under some of the important development programmes are given in the enclosed Statement.

Statement

Special dispensation/concessions for Hilly States such as Jammu and Kashmir, Himachal Pradesh, Uttarakhand and States located in North Eastern Region (NER) under some of the important Development Programmes

1. **Sarva Shiksha Abhiyan (SSA):** The financing pattern of SSA is 65:35 for Centre and State. However, for North Eastern Region (NER), it is 90:10 between Centre and States.
 2. **Mid Day Meal (MDM):** Under MDM Scheme, Centre and State financing pattern is 75:25 for other States whereas it is 90:10 in case of NER.
 3. **Indira Awas Yojana (IAY):** Under IAY, the ceiling for construction of a new house is Rs. 45000 per unit in plain areas and Rs. 48500 in hilly/difficult areas.
- The grants under the scheme are released by the Centre and States in the ratio of 75:25 whereas in case of North-Eastern States, it is 90:10
4. **Swarn Jayanti Gramin Swarojgar Yojana (SGSY):** Under SGSY, financial assistance under the programme is shared between Centre and the States in the ratio of 75:25 and 90:10 in the case of North Eastern Region.
 5. **Integrated Child Development Scheme (ICDS):**
 - (i) The population norms for setting up of a Anganwadi Centre and Mini Anganwadi Centre in hilly, tribal, riverine, desert and other difficult areas are 300-800 and 150-300 against 400-800 and 150-400 for other areas respectively.
 - (ii) The sharing pattern of Supplementary Nutrition between Centre and State in respect of North Eastern Region is 90:10 against 50:50 for other States.
 6. **Pradhan Mantri Gram Sadak Yojana (PMGSY):** The Programme seeks to provide connectivity to all unconnected habitations in the rural areas with a population of more than 500 persons through all-weather roads. In respect of hilly States, the objective is to connect habitations with a population of 250 persons and above.
 7. **National Rural Drinking Water Programme (NRDWP):** For NRDWP, under coverage, water quality and operation and maintenance, the funding pattern is 90:10 for North Eastern States and Jammu and Kashmir against 50:50 for the rest of the country.
 8. **Total Sanitation Campaign (TSC):** In TSC components, the following norms applies
 - (a) Construction of Individual Household Latrines (IHHL): The incentive amount to a Below Poverty Line (BPL) household for construction of one unit of IHHL is Rs. 3200 (Rs. 3700 for difficult and hilly areas).
 - (b) School Toilets: Funding for school sanitation is provided by the Central and State Government in the ratio of 70:30 for a unit cost of Rs. 35000 (Rs. 38000 in case of hilly and difficult areas).
 9. **National Rural Health Mission (NRHM):** The following population norms apply for health institution:

Population Norms

Health Centre	Plain Area	Hilly/Tribal/Difficult Area
Sub-Centre	5000	3000
Primary Health Centre	30,000	20,000
Community Health Centre	1,20,000	80,000

Verification of Subscribers

1319. SHRI ADHIR CHOWDHURY: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether some private telephone companies are found to be issuing mobile connections on fake identity proof or not properly verifying the identity of the customers;

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

(c) the action taken/being taken by the Government against the defaulting telecom operators, operator-wise?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY

(SHRI MILIND DEORA): (a) Madam, Department of Telecom (DoT) has issued instructions to Telecom Service Providers (TSPs) to verify the identity of the customer before providing any telephone connection. Telecom Enforcement Resource and Monitoring (TERM) Cells (field units of DoT) are carrying out sample Audit of Customer Application Forms (CAFs) on monthly basis to monitor the compliance of these instructions. During Audit it is found that some of the subscribers have been enrolled by mobile service providers without proper verification of identity.

(b) TSP wise percentage of passed samples during the monthly sample Audit by TERM Cells on Photo, Identity, Address (PIA) basis in respect of last three years and the current year i.e. since 01-01-09 are given in the enclosed Statement.

(c) Penalties are imposed on non-compliant cases. Total penalty imposed on TSPs against non-compliant cases found in monthly CAF audit in respect of last three years and the current year i.e. since 01-01-09 are given in the enclosed Statement. Apart from this complaints regarding violation of subscriber verification norms are also examined on case to case basis and penalties are imposed on non-compliant cases. Wherever it is found that the mobile connection has been issued on fake documents complaints are lodged with the police.

Statement

Telecom Service Provider wise %age of passed samples on Photo, Identity, Address (PIA) basis during monthly audit by TERMCells and financial penalty imposed thereon

Sl. No.	Name of TSP	Compliance % age based on the sample CAEs audited so far on monthly basis in respect of year				Sum of Financial Penalty imposed (in Crores of Rs.) in respect of these years
		2009	2010	2011	2012	
1	2	3	4	5	6	7
1.	Aircel/ Dishnet	94.02	95.89	92.45	96.03	167.64
2.	Bharti Airtel	90.77	93.44	93.60	96.62	373.80
3.	BSNL	84.58	93.46	93.68	95.16	261.95
5.	Idea	91.41	95.42	94.80	98.20	79.16
6.	BPL/ Loop	96.19	98.93	99.35	99.00	0.15

1	2	3	4	5	6	7
7.	MTNL	83.01	95.59	99.01	In progress	6.16
8.	QTL/HFCL	86.34	91.47	90.37	In progress	1.10
9.	Reliance Coomunication Ltd	82.73	91.33	92.80	95.78	463.61
10.	Reliance Telecom Ltd	93.49	95.99	91.54	99.47	89.69
11.	Sistema Shyam TeleServices Ltd.	84.06	95.34	96.27	100.00	10.98
13.	Spice Telecom	89.42	91.68	89.71	In progress	11.35
14.	Tata Teleservices Ltd./ Tata Teleservices (Maharastra) Ltd.	89.88	94.41	94.68	98.75	108.99
16.	Vodafone	90.27	95.20	95.37	95.94	155.18
15.	Uninor	Not operational	97.18	96.25	100.00	2.59
12.	STEL	Not operational	96.10	97.14	96.21	0.26
4.	Allianz/ Etisalat	Not operational	98.00	97.31	In progress	0.24
17.	Videocon Telecom	Not operational	96.77	97.06	98.00	0.56
Total		88.99	94.10	94.11	96.43	1733.44

[English]

Lack of Basic Facilities in Schools

1320. SHRI M.K. RAGHAVAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Central Board of Secondary Education (CBSE) has recently conducted a survey revealing lack of basic facilities like drinking water, toilets, etc. in majority of the schools;

(b) if so, the details thereof;

(c) the action being contemplated to provide these basic facilities immediately in the schools alongwith the traget date for completion of the same;

(d) whether any survey conducted by the National Commission for Protection of Child Rights (NCPDR) for violation of basic rights of children;

(e) if the recommendations of the NCPDR for violation of these basic rights of children; and

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

THE MINISTER OF STATE IN THE MINISTRY OF

HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) No such survey has been conducted by the Central Board of Secondary Education (CBSE).

(c) CBSE has stipulated in its affiliation By-Laws that the school should scrupulously observe prescriptions from the Municipal Authority regarding drinking water and fire safety precaution in the school. A certification from the Municipal/Fire Authorities regarding sanitary conditions and water/fire safety should be submitted alongwith the application submitted for affiliation. A fresh certificate regarding fulfilment of these requirements by the affiliated schools should be submitted to the Board every five years.

(d) and (e) The National Commission for Protection of Child Rights (NCPDR) conducts social audit through School Managing Committees (SMCs) and civil society for protection of rights of children.

(f) Ministry of Human Resource Development issued an advisory on 14.02.2012 to state governments and other relevant authorities for compliance of recommendations of NCPDR.

[Translation]

Use of Gas

1321. SHRI RADHA MOHAN SINGH: Will the Minister of COAL be pleased to state:

(a) the details of steps contemplated by the experts of the Ministry for proper utilisation of the gas emitted from the coal mines;

(b) the number of centres likely to be set up in near future to utilise this gas; and

(c) the estimated quantum of coal gas generated per year?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) to (c): A Govt. of India/ Global Environment Facility (GEF)/United Nations Development Programme (UNDP) funded demonstration project for Coal Mine Methane (CMM) development within the coal mining area has been successfully implemented by Central Mine Planning & Design Institute Ltd. (CMPDI) and Bharat Coking Coal Ltd. (BCCL) at Moonidih mine of BCCL. One of the major objectives of this project was to demonstrate the utilization of recovered gas from the coal mining area. The recovered gas from the project was successfully utilized for generation of power.

CMPDI, on behalf of Coal India Ltd. (CIL) has taken steps for commercial development of CMM within CIL common area 5 CMM blocks have been identified within CIL, 3 in BCCL command area (Jharia Coalfield) and 2 in Central Coalfield Ltd. command area (East Bokaro Coalfield).

The annual emission of gas from Indian coal mines has been estimated by United States Environmental Protection Agency (US EPA) and which is considered as 1 Billion Cubic Meters per annum (2005 estimated).

Tough Visa Regime

1322. SHRIMATI SEEMA UPADHYAY:
SHRIMATI USHA VERMA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any cases of protest and raising anti-India slogans by the foreigner(s) against the stringent Indian visa rules have come to the notice of the Government;

(b) if so, the details thereof; and

(c) the steps taken by his Ministry in this regard and the seriousness with which the government there has viewed this incident?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) and (b) A group of women belonging to the Ukrainian activist group "Femen" climbed into the balcony of the Embassy Residence in Kyiv on 18th January, 2012 and protested against the alleged tightening of visa procedures for Ukrainian women by unfurling banners with anti-India slogans, throwing down the Indian flag and raising anti-India slogans. The Ukrainian authorities were immediately informed about the incident and the activists were detained.

(c) The Government of India immediately instructed the Mission to take up the matter with the Ukrainian authorities to take appropriate action so as to prevent the recurrence of such an event. The Government of Ukraine expressed its regrets at the incident and has conveyed that criminal proceedings have been initiated against the activists under the Criminal Code of Ukraine.

[English]

Fake Admissions

1323. SHRI HAMDULLAH SAYEED:
SHRI LAXMAN TUDU:
RAJKUMARI RATNA SINGH:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether fake admissions exists on paper in some of the States to show higher enrolment and claim more funds from the Central Government;

(b) if so, the details thereof;

(c) whether any inquiry has been conducted in this regard;

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

(e) the steps being taken by the Government in this regard;

(f) whether the National University of Educational Planning and Administration (NUEPA) has conducted any survey in this regard;

(g) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (h) Regarding School Education, the National University of Educational Planning and Administration (NUEPA) collates data collected by States and UTs, and brings out a publication on District Information System for Education (DISE) annually. DISE provides data on enrollment, teacher, and infrastructure related indicators for elementary education. Over the years there has been a consistent increase in the overall enrollment in the country. However some States have indicated a decline in enrollment, which may be attributed inter alia to reducing child populations or admission of children in private schools, etc. State Governments periodically undertake surveys to ascertain whether there are duplicate enrolments, and take corrective action at their level. Government of Maharashtra has reportedly conducted such a survey, but the details of the same have not been shared by the State with the Central Government. The University Grants Commission (UGC), which is the grant-giving body for higher education, has reported that it has not received any reports of any state institution reporting fake admissions.

Face Recognition Biometrics System

1324. SHRI RAGHUVIR SINGH MEENA:
SHRI GAJENDER SINGH RAJUKHEDI:
SHRI J.M. AARON RASHID:
SHRI TARACHAND BHAGORA:
SHRI AVTAR SINGH BHADANA:
SHRI RUDRAMADHAB RAY:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether a tender floated by Air India for Computerized Passengers Face Recognition Biometrics System (CPFRBS) was scrapped due to allegation of bribery and corruption;
- (b) if so, the details thereof;
- (c) whether the Royal Canadian Mounted Police (RCMP) has written to the Government for detailed inquiry;
- (d) if so, the details thereof;
- (e) whether any inquiry has been conducted in this regard; and
- (f) if so, the details and the outcome thereof alongwith the action taken/ proposed to be taken in the matter?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) No, Madam.

(b) Air India had issued a tender for Computerized Passengers Face Recognition Biometrics System in February, 2006. Because of its expenditure not bearing sufficient value to passengers, the tender was not pursued. There was neither any allegation of bribes or corruption nor was there any complaint from any source. The tender was scrapped in 2009 and the EMD submitted by various parties was returned to them.

- (c) No, Madam.
- (d) Does not arise.
- (e) No, Madam.
- (f) Does not arise.

ICT in Schools

1325. SHRI NARAHARI MAHATO:
SHRI SAJJAN VERMA:
SHRI PRASANTA KUMAR MAJUMDAR:
SHRI MANOHAR TIRKEY:
SHRI NRIPENDRA NATH ROY:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) the number of urban/rural students who benefited from the Centrally sponsored "Information and Communication Technology (ICT) in Schools" scheme during each of the last three years and the current year;
- (b) the details of the funds released under the scheme during the above period, State/UT-wise;
- (c) whether the funds allocated for the purpose are not being utilised by the concerned departments;
- (d) if so, the reasons therefor and the steps taken by the Government in this regard; and
- (e) the steps proposed to be taken by the Government to bring in improvements in the application of ICT in schools?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) Under the Centrally sponsored scheme of Information and Communication Technology (ICT) funds are released to State Governments based on the Computer Education Plans received from the State Governments. This Ministry has approved the coverage of

96055 schools and 1.78 crore students (both rural and urban) under the Scheme in the last three years including the current year. No separate funds are earmarked or released to rural or urban schemes.

(b) The details of State-wise funds released during the last three years and the current year is given in the enclosed Statement.

(c) and (d) The States /UTs are utilizing the funds

released under the scheme. In case of unspent funds with States/UTs, the same is being taken up periodically to either expedite the utilization of funds released or refund the same. Regular meetings with States/UTs are being held to sort out the problems, if any.

(e) On the basis of experience gained, the ICT @ Schools scheme was revised in January, 2010 in order to incorporate the emerging changes in the ICT field.

Statement

(Rs. in lakh)

Sl. No.	Name of State/UT	2008-09	2009 -10	2010-11	2011-12 (up to Feb. 2012)
1	2	3	4	5	6
1.	Andaman and Nicobar Island	18.00	17.25	67.20	67.20
2.	Andhra Pradesh	5250.00	-	6600.00	4051.00
3.	Arunachal Pradesh	67.38	105.52	645.59	584.37
4.	Assam	-	-	641.00	2182.40
5.	Bihar	895.93	-	-	-
6.	Chandigarh	-	182.75	-	-
7.	Chhattisgarh	2417.35	-	-	-
8.	Dadra and Nagar Haveli	-	-	31.20	31.20
9.	Daman and Diu	41.00	-	14.40	18.75
10.	Delhi	-	-	399.00	-
11.	Goa	432.00	432.00	432.00	-
12.	Gujarat	-	1871.78	6915.57	5107.649
13.	Haryana	1250.00	1500.00	-	-
14.	Himachal Pradesh	772.44	-	753.60	1391.60
15.	Jammu and Kashmir	-	-	-	-
16.	Jharkhand	-	-	-	-
17.	Karnataka	3150.00	-	-	56.42
18.	Kerala	4071.00	4071.00	2600.00	5562.00
19.	Lakshdweep	-	-	-	-
20.	Madhya Pradesh	-	-	-	-

1	2	3	4	5	6
21. Maharashtra	-	2250.00	-	-	-
22. Manipur	195.98	391.95	65.65	-	-
23. Meghalaya	428.88	-	386.59	20.00	-
24. Mizoram	-	301.50	408.06	-	-
25. Nagaland	815.00	111.21	486.82	542.673	-
26. Odisha	-	-	-	-	-
27. Puducherry	-	-	-	-	-
28. Punjab	3017.40	4305.00	4603.00	2890.00	-
29. Rajasthan	1050.00	2300.00	4500.00	-	-
30. Sikkim	-	-	418.97	-	-
31. Tamil Nadu	2681.00	318.72	0.00	2361.00	-
32. Tripura	-	-	946.32	750.00	-
33. Uttar Pradesh	-	-	3984.82581	6268.174	-
34. Uttarakhand	150.00	151.50	500.00	-	-
35. West Bengal	762.42	-	3500.00	3520.00	-
Total	27465.78	18310.18	38899.79581	40990.016	-

[*Translation*]

Education Reforms

1326. SHRI BAIDYANATH PRASAD MAHATO:
SHRI SANJAY BHOI:
SHRI BHASKARRAO BAPURAO PATIL
KHATGAONKAR:
SHRI RAMKISHUN:
SHRI KAUSHALENDRA KUMAR:
SHRI ANAND PRAKASH PARANJPE:
SHRI EKNATH MAHADEO GAIKWAD:
SHRI RAVNEET SINGH:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has called a meeting with the State Education Ministers to build a consensus around its plans for education reforms recently;

(b) if so, the details thereof including the agenda for this meeting;

(c) the major points discussed in the meeting;

(d) the reaction of the State Education Ministers in this regard; and

(e) the final decision taken by the Government, if any, in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (e) Yes, Madam. A conference of the State Education Ministers was held on 22nd February, 2012 at New Delhi to discuss various issues relating to Department of Higher Education and Department of School Education and Literacy. The Conference was attended by 23 Ministers of Education representing State Governments and Union Territories. The Agenda for the meeting included inter-alia Introduction of a common eligibility examination for higher education in science and engineering, Vocational Education, Community Colleges in XII Plan, Curricular renewal for Elementary Education of equitable quality, and Grievances Redressal Under RTE Act.

After detailed deliberations, the proposal for a common national examination with effect from 2013 with weightage to State Board results, normalized on the basis of percentiles formula, was endorsed "in principle" by States. The States of Tamil Nadu, Himachal Pradesh, Odisha, Puducherry and West Bengal sought more time to study the proposal in detail. The States may decide on adopting the same pattern for admission to State-level engineering institutions with appropriate weightages as States may think fit.

While welcoming the development of National Vocational Education Qualification Framework (NVEQF), the State Education Ministers felt that NVEQF will be an important landmark in improving the skills and employability of the youth of this country. The report of State Education Ministers headed by the Hon'ble Education Minister of Bihar on NVEQF was unanimously accepted. After deliberations, NVEQF and the concept of community colleges was unanimously endorsed by States. The need to have a dialogue at the State level with School Boards, Boards of Technical Education and universities to provide a seamless pathway for vocational students was stressed.

Issues relating to quality of elementary education were also discussed. While many States have developed state vision of quality and also initiated some curricular reform, but a lot of age-inappropriate material continues to form part of the textbooks and teaching learning material used in classrooms. States were requested to initiate steps to formulate age-appropriate curricula and syllabi in keeping with the principles of section 29 of the RTE Act and NCF-2005. States were also requested to institute CCE from the child's perspective to show progress that the child has made with respect to his or her performance. State Governments were also requested to put in place the Grievance Redressal and appellate mechanism taking into account the guidelines prescribed under the RTE Act.

[English]

Environmental Link of Fund Allocation

1327. SHRI NITYANANDA PRADHAN:
SHRI BAIJAYANT PANDA:

Will the PRIME MINISTER be pleased to state:

(a) whether the Government proposes to devise an action plan for environment-performance (Green linked) linked mechanism for devolution of funds to States during the Twelfth plan period;

(b) if so, the details thereof;

(c) whether the States would be ranked on index covering parameters like air and water purity, forest cover and sustainable livelihood with performance monitoring system;

(d) if so, the details thereof;

(e) whether to ensure sustainable management of biodiversity, it is proposed to relocate villages/habitats in the country; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) to (d) An action plan for environmental performance linked mechanism for devolution of funds to States has not been devised so far by the Planning Commission. An Environmental Performance Index (PC-EPI) to recognize Environmental Performance of States is being evolved by the Planning Commission. The composite index comprises 16 indicators under 5 criteria, viz., Air Pollution, Water Quality, Forest Management, Waste Management & Climate Change.

(e) and (f) Environmental Performance Index does not include as an indicator, relocation of villages/habitats to ensure sustainable management of biodiversity.

Green Energy for Cell Towers

1328. SHRI SHRIPAD YESSO NAIK:
SHRI BAIJAYANT PANDA:
DR. P. VENUGOPAL:
SHRI G.V. HARSHA KUMAR:
SHRI RAJENDRA AGRAWAL:
SHRI PRALHAD JOSHI:
SHRI NITYANANDA PRADHAN:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the telecom companies are using subsidized diesel to power their cell phone towers in the country;

(b) if so, the details thereof and the amount of money spent annually on diesel by the telecom sector;

(c) the estimated quantity of diesel consumed for

the purpose during each of the last three years and the current year, company-wise;

(d) whether the Government proposes to make green energy mandatory for powering the cell phone towers;

(e) if so, the details thereof alongwith the provisions made/likely to be made in this regard in New Telecom Policy and its likely impact on mobile tariff; and

(f) the initiatives being taken to control the increasing consumption of subsidized diesel by the telecom sector along with the guidelines prepared by TRAI towards green telecom?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) No Madam. Telecom companies are using the diesel available in the market to power their cell phone towers in the country.

(b) Does Not arise, in view of (a) above.

(c) There is no actual data available. However, TRAI in its report has indicated an average fuel consumption of 8760 litres diesel every year per tower assuming 8 hours of operation by Diesel Generator sets and there are 5.27 lakhs towers in the country.

(d) Yes, Madam.

(e) The Government of India has accepted the TRAI recommendation on powering the cell phone towers by green energy:

- (i) At-least 50% of all rural towers and 20% of urban towers are to powered by renewable energy technologies (Renewable Energy Technologies (RET)+ Grid power) by 2015 and 75% of rural towers and 33% of urban towers are to be powered with (RET+ Grid power) by 2020.
- (ii) Provisions are likely to be made in the National Telecom Policy (NTP) for adoption of green policy in telecommunication sector and incentivize the use of renewable energy sources. This will result towards substantially reducing the consumption of diesel by telecom sector.

(f) Government directives have been issued vide Department Of Telecommunications order No. 800-61/2012-VAS dated 23.01.2012 to promote Green Telecommunications that will result in reduction of consumption of diesel in Telecom sector (Statement).

Statement

*Government of India
Ministry of Communications & IT
Department of Telecommunications
Sanchar Bhawan, 20-Ashoka Road,
New Delhi-110001
(Access Services Cell)*

No. 800-61/2012-VAS

Dated 23.01.2012

To,

All CMTS/UASL/Basic Service Licensees Including BSNL and MTNL

Subject: Implementation of Green Technologies in Telecom Sector.

To promote Green Telecommunications, TRAI had issued recommendations on 'Approach towards Green Telecommunications'. Government of India has accepted the TRAI recommendations and decided to adopt measures to green the telecommunication sector setting broad directions and goals to achieve the desired reduction in carbon emission through the use of Renewable Energy Technologies and energy efficient equipments.

2. Accordingly, the following directions are hereby issued to the licensees for implementation with immediate effect:

- (i) At least 50% of all rural towers and 20% of the urban towers are to be powered by hybrid power (Renewable Energy Technologies (RET) + Grid power) by 2015, while 75% of rural towers and 33% of urban towers are to be powered by hybrid power by 2020.
- (ii) All telecom products, equipments and services in the telecom network should be Energy and performance assessed and certified "Green Passport [GP]" utilizing the ECR's Rating and the Energy 'passport' determined by the year 2015.
- (iii) TEC shall be the nodal centre that will certify telecom products, equipments and services on the basis of ECR ratings. TEC may either appoint independent certifying agencies under its guidance or shall certify the same through their Quality Assurance teams. TEC shall prepare and bring out the 'ECR Document' delineating

the specifics of the test procedures and the measurement methodology utilized.

- (iv) All service providers should declare to TRAI, the carbon footprint of their network operations in the format prescribed by TRAI. This declaration should be undertaken after adopting the formulae and procedures prescribed by TRAI. The Declaration of the carbon footprints should be done twice in a year i.e. half yearly report for the period ending September to be submitted by 15th of November and the succeeding half yearly report for the period ending March to be submitted by 15th of May each year.
- (v) Service providers should adopt a Voluntary Code of Practice encompassing energy efficient Network Planning, infra-sharing, deployment of energy efficient technologies and adoption of Renewable Energy Technology (RET) including the following elements:
- (a) The network operators should progressively induct carefully designed and optimized energy efficient radio networks that reduce overall power and energy consumption.
- (b) Service providers should endeavour to ensure that the total power consumption of each BTS will not exceed 500W by the year 2020 for 2+2+2 configuration of BTS. TEC shall regularly standardize and prescribe specifications for Telecom Equipments of different Technologies with respect to power consumption levels. Service providers should adhere to the TEC specifications in order to reduce the total power consumption of BTS.
- (c) A phased programme should be put in place by the telecom service providers to have their cell sites, particularly in the rural areas, powered by hybrid renewable sources including wind energy, solar energy, fuel cells or a combination thereof. The eventual goal under this phased programme is to ensure that around 50% of all towers in the rural areas are powered by hybrid renewable sources by the year 2015.

(d) Service providers through their associations should consensually evolve the voluntary code of practice and submit the same to TRAI within three months from the date of issue of this letter.

- (vi) Service providers should evolve a 'Carbon Credit Policy' in line with carbon credit norms with the ultimate objective of achieving a maximum of 50% over the carbon footprint levels of the Base Year in rural areas and achieving a maximum of 66% over the carbon footprint levels of the Base Year in urban areas by the year 2020. The base year for calculating all existing carbon footprints would be 2011, with an implementation period of one year. Hence the first year of carbon reduction would be the year 2012.
- (vii) Based on the details of footprints declared by all service providers, service providers should aim at Carbon emission reduction targets for the mobile network at 5% by the year 2012-2013, 8% by the year 2014-2015, 12% by the year 2016-2017 and 17% by the year 2018-2019.

3. Necessary compliance be reported to DoT and TRAI as mentioned above from time.

(P.C. Sharma)

Director (AS-II)

Copy to:

1. PPS to Member(T).
2. Secretary, TRAI.
3. Advisor(T)/Advisor(O)/Advisor(Finance), DoT.
4. Sr. DDG(TEC), Sr. DDG(BW), Sr. DDG(AS).
5. JS(T), DDG(CS), DDG(DS), DDG(LF-I), DDG(LF-II)

Cyber Security Capabilities

1329. SHRI SURESH ANGADI:
SHRI BAIJAYANT PANDA:
SHRI GAJANAN D. BABAR:
SHRI ANANDRAO ADSUL:
SHRIMATI SHRUTI CHOUDHRY:
SHRI ADHALRAO PATIL SHIVAJI:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government is finalizing an elaborate plan to upgrade India's cyber security capabilities;

(b) if so, the details thereof;

(c) whether there is a proposal to form dedicated command-and-control centres to monitor critical infrastructure real time;

(d) if so, whether the Government proposes to monitor and scan critical networks regularly and proactively;

(e) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI SACHIN PILOT): (a) to (f) The area of Information Technology (IT) is characterised by rapid developments and fast changing obsolescence. With every IT product introduced into the market, newer vulnerabilities are discovered, leaving scope for malicious actions. In tune with the dynamic nature of Information Technology, continuous efforts are required to be made to prevent and recover from cyber attacks. As such, the protection of India's IT infrastructure in general and critical information infrastructure in particular is a dynamic activity and continuing process.

Government is aware of the nature of the threats in Cyber Space and accordingly, Government is following an integrated approach with a series of legal, technical and administrative steps to ensure that necessary systems are in place to address the growing threat of cyber attacks in the country. Specific steps in this regard relate to actions such as periodic scanning of cyber space and a close watch on critical infrastructure networks to date and variety of threats and imminent attacks; training of manpower engaged in operation of critical networks to protect their systems and networks; carrying out periodic security audits on sample basis; conducting mock cyber security drills involving critical sector organisations and providing a platform for the personnel of critical sector organisations to share their experience.

In support of this approach, the Information Technology Act 2000 has included adequate provisions for protection of critical information infrastructure and cyber security incident response in the country.

[*Translation*]

Haj Subsidy

1330. SHRI RAJU SHETTI:
SHRI BHAUSAHEB RAJARAM
WAKCHAURE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Supreme Court has issued any notice to the Union Government in regard to Haj subsidy in January, 2007;

(b) if so, the details thereof;

(c) whether the Union Government has allocated funds for the Haj pilgrims during the last three years and the current year; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) Yes, Madam. A writ petition was filed in the Hon'ble Supreme Court regarding Haj Subsidy in 2007. The Hon'ble Supreme Court vide its judgment dated 28.1.2011 has upheld the constitutionality of the Haj Subsidy.

(c) and (d) Yes, Madam. The Government has allocated Rs. 895 crores, Rs. 690 crores, Rs. 600 crores and Rs. 685 crores as Haj subsidy during the years 2008, 2009, 2010 and 2011 respectively.

Poor Signal/Call Drop Problem

1331. SHRI GANESH SINGH:
DR. BALIRAM:
SHRI DILIPKUMAR MANSUKHLAL GANDHI:
SHRI RAKESH SINGH:
SHRI RAVINDRA KUMAR PANDEY:
SHRI DANVE RAOSAHEB PATIL:
SHRI IJYARAJ SINGH:
SHRI HARISH CHOUDHARY:
SHRI PASHUPATI NATH SINGH:
SHRI KADIR RANA:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the mobile subscribers of MTNL and BSNL are facing network call drop problem in their respective service areas;

(b) if so, the reasons therefor and the number of

complaints received in this regard, State-wise;

(c) whether the MTNL mobile signals are very poor in Delhi particularly in New Delhi area;

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

(e) the corrective measures being taken by the Government to improve poor signal problem of both the companies and the action taken by the Government against the officials responsible for the same?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) and (b) Yes Madam. Some complaints from subscribers have been received regarding call drops by Bharat Sanchar Nigam Limited (BSNL) and Mahanagar Telephone Nigam Limited (MTNL) in their respective service areas. However, the mobile telecom services provided by BSNL and MTNL are, in general, meeting the Quality of Service (QoS) parameters prescribed by Telecom Regulatory Authority of India (TRAI) including the benchmark for call drop rate. For the quarter ending 31.12.2011, the average call drop rate of BSNL is 1.52 and that of MTNL is 1.4 against the TRAI benchmark of 2.0.

In case of BSNL, the mobile network is over loaded and there has been a capacity constraint in some states due to the shortage of Global System for Mobile communication (GSM) based mobile equipment. Shortage of mobile equipment in BSNL is due to the fact that it could not procure the GSM based equipment in the last few years.

(c) and (d) The coverage problems in some areas of MTNL are reported which are addressed by MTNL on dynamic basis.

(e) BSNL has initiated the action for procurement of GSM equipment for future expansion. However, BSNL and MTNL augment their mobile network progressively based on techno-commercial considerations so as to enhance coverage and capacity and to further improve the Quality of Service. They are also optimising their network continuously for its performance.

Districts without Kendriya Vidyalayas

1332. SHRI KAMESHWAR BAITHA:
SHRI MADHUSUDAN YADAV:

Will the Minister of HUMAN RESOURCE

DEVELOPMENT be pleased to state:

(a) the name of districts in the country where Kendriya Vidyalayas (KVs) have not been opened;

(b) whether the Government proposes to open KVs in each district headquarter;

(c) if so, the time by which the KVs are likely to be opened;

(d) if not, the reasons therefor; and

(e) the details of the representations received in this regard from the State Governments as well as Members of Parliament during the last one year?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) There are 155 districts in the country, where Kendriya Vidyalayas (KVs) have not been opened so far as per details given in the enclosed Statement.

(b) to (d) Setting up of Kendriya Vidyalayas in the uncovered areas of the country is an ongoing process. KVs are opened on receipt of the viable proposal in prescribed proforma from the various Ministries of Govt. of India and State Governments/UTs thereby committing the availability of requisite resources. However, opening of new KVs depends on availability of funds and approval of the competent authority.

(e) Some representations have been received in this regard from State Government as well as Member of Parliament during last one year. Kendriya Vidyalaya Sangathan has been advised to address issues raised therein so as to sort out the feasibility of opening of KVs keeping in view of availability of requisite infrastructure.

Statement

155 Districts having No Kendriya Vidyalaya (As on 16.03.2012)

Sl. No.	Name of District
1	2
1.	Amreli
2.	Kheda
3.	Narmada
4.	Navsari

1	2
5.	Patan
6.	Valsad
7.	Dangs
8.	Tapi
9.	Daman
10.	Bangalore Rural
11.	Chitradurga
12.	Chamarajnagar
13.	Gadag
14.	Haveri
15.	Mandya
16.	Udupi
17.	Ramanagara
18.	Chikkaballapur
19.	Yadgir
20.	Alirajpur
21.	Chatra
22.	Dumka
23.	Giridih
24.	Koderma
25.	Lohardaga
26.	Saraikela Kharsawan
27.	Palamu
28.	Khunti
29.	Mansa
30.	Moga
31.	Muktsar
32.	Nawanshahr
33.	Tarn Taran
34.	Rupnagar

1	2
35.	Bilaspur
36.	Sirmaur
37.	Fatehabad
38.	Jind
39.	Kaithal
40.	Kurukshetra
41.	Mewat
42.	Yamuna Nagar
43.	Erode
44.	Karur
45.	Krishnagiri
46.	Nagapattinam
47.	Namakkal
48.	Pudukkottai
49.	Salem
50.	Theni
51.	Tiruvarur
52.	Thoothukudi
53.	Viluppuram
54.	Ariyalur
55.	Tirupur
56.	Yanam
57.	South-Garo-Hills
58.	West Khasi Hills
59.	East Garo Hills
60.	Jaintia Hills
61.	Nalbari
62.	Kamrup Rural
63.	Chirang
64.	East Kameng

1	2
65.	Kurung Kumey
66.	Lower Subansiri
67.	Upper Dibang Valley
68.	Upper Subansiri
69.	Anjaw
70.	Nizamabad
71.	Janjgir
72.	Kawardha
73.	Narayanpur
74.	Bijapur
75.	Bundi
76.	Dausa
77.	Dholpur
78.	Hanumangarh
79.	Jalore
80.	Nagaur
81.	Pali
82.	Poonch
83.	Ramban
84.	Ganderbal
85.	Shopian
86.	Bankura
87.	North Sikkim
88.	West Sikkim
89.	South Sikkim
90.	Car Nicobar
91.	Ambedkar Nagar
92.	Bhadohi
93.	Bijnor
94.	Kanshiram Nagar

1	2
95.	Fatehpur
96.	Hamirpur
97.	Hardoi
98.	J.P. Nagar
99.	Jalaun
100.	Jaunpur
101.	Kannauj
102.	Kaushambi
103.	Kushinagar
104.	Mainpuri
105.	Mirzapur
106.	Bahraich
107.	Pratapgarh
108.	Sant Kabir nagar
109.	Shravasti
110.	Siddharthnagar
111.	Maharajganj
112.	Akola
113.	Amravati
114.	Beed
115.	Buldhana
116.	Gadchiroli
117.	Gondiya
118.	Hingoli
119.	Jalna
120.	Kolhapur
121.	Nandurbar
122.	Osmanabad
123.	Parbhani
124.	Ratnagiri

1	2
125.	Sangli
126.	Satara
127.	Sindhudurg
128.	Washim
129.	Arwal
130.	Jamui
131.	Kaimur
132.	Rohtas
133.	Sheikhpura
134.	Nawada
135.	Madhepura
136.	Madhubani
137.	Supaul
138.	Chhimptuipui
139.	Kolasib
140.	Mamit
141.	Saiha
142.	Serchhip
143.	Chandei
144.	Imphal (East)
145.	Thoubaf
146.	Kiphire
147.	Mon
148.	Phek
149.	Tuensang
150.	Wokha
151.	Zunheboto
152.	Peren
153.	Longleng
154.	North East Delhi
155.	Central Delhi

Admission of BPL Children in Private Schools

1333. SHRI MITHILESH KUMAR:
SHRI MADHUSUDAN YADAV:
SHRI NAVEEN JINDAL:
SHRI KAMESHWAR BAITHA:
SHRIMATI PRIYA DUTT:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether as per the Right to Education (RTE) Act, 2009 guidelines, it is mandatory for unaided private schools to reserve 25% seats for Economically Weaker Sections and if so, the details thereof;

(b) whether the High Court of Delhi has given any direction in this regard and if so, the details thereof;

(c) the total number of students that benefited from this provision so far, State-wise and year-wise;

(d) whether various reputed schools of the country and also the capital have not implemented the said RTE guidelines;

(e) if so, the details of such schools and the action taken against them;

(f) the methodology with the Government to check such malpractices by the schools; and

(g) the steps taken by the Government to spread the awareness of this provision amongst the poor people for effective implementation of this provision?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) Section 12(1)(c) of the Right of Children to Free and Compulsory Education (RTE) Act provides that a specified category school and an unaided private school shall admit in class I, to the extent of twenty-five per cent of the strength of that class, children belonging to weaker section and disadvantaged group in the neighbourhood and provide free and compulsory elementary education till its completion.

(b) The Government of NCT has informed that a Writ Petition No. 8434/2011 in the case of Social Jurist Vs. Government of NCT of Delhi has been filed in the Delhi High Court regarding admission to 25% of children belonging to disadvantaged group and weaker section in schools. The Hon'ble High Court vide its order dated 29th February, 2012 has directed the Delhi Government to provide complete information about schools not giving

admission against Economically weaker section seats and action taken against such schools. The next date of hearing has been fixed for 18th April, 2012.

(c) to (e) It is the responsibility of the State Governments to monitor the implementation of the provisions of section 12(1)(c) of the RTE Act by schools. Information regarding the number of children admitted in the various unaided schools of the country in pursuance of section 12(1)(c) of the RTE Act is not centrally maintained. Many unaided private schools across the country have filed several Writ Petitions before the Hon'ble Supreme Court challenging various provisions of the RTE Act, including Section 12(1)(c). The cases have been heard by the Hon'ble Supreme Court and the judgment is reserved.

(f) The RTE Act provides for monitoring of child's rights under the Act by the National Commission for Protection of Child Rights (NCPCR) and the State Commissions for the Protection of Child Rights (SCPCRs) and for redressal of grievances by the local authorities.

(g) The Government has launched a year-long nation-wide campaign titled 'Shiksha Ka Haq Abhiyan' on 11th November, 2011 at Nuh, Mewat District, Haryana for community mobilization and public awareness of the provisions of the RTE Act. The campaign includes school level interactions with children, teachers and community members, as well as media and communication effort, comprising short TV/radio jingles and newspaper based campaigns.

Expansion of Vocational Education

1334. SHRI LAL CHAND KATARIA:
SHRI UDAY PRATAP SINGH:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has formulated any policy for the expansion of vocational education in 2012-13;

(b) if so, the details including the salient features thereof;

(c) the number of students presently enrolled in vocational education courses across the country; and

(d) the prospects of and revenues for such students of getting employment on completion of their courses?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D.

PURANDESWARI): (a) and (b) Yes Madam. A close partnership with industry and provisions of horizontal and vertical mobility, multiple entry and exit, accreditation of training providers, assessment, certification, etc. of the National Vocational Education Qualifications Framework (NVEQF) being developed by the Ministry would expand and revamp the Technical Vocational Education and Training (TVET) in the country. The revised Centrally Sponsored Scheme (CSS) "Vocationalisation of Higher Secondary Education" and the courses imparted by Central Board of Secondary Education (CBSE) and National Institute of Open Schooling (NIOS) have also strengthened Vocational Education (VE) in secondary and higher secondary schools of the country.

(c) 10,000 Higher Secondary schools have been covered under the CSS, with an intake capacity of 10.00 lakh students. About 78,000 students are presently enrolled in 34 vocational courses run by CBSE affiliated schools across the country. 22,779 students were enrolled in VE courses of NIOS in 2010-11.

(d) VE courses are being formulated in close coordination with industry associations. CBSE is also running different courses jointly with the professional organisations and issues joint certificates. This enhances the students' prospects of getting jobs in the respective domains on completion of their courses.

Participation of Women in Higher Educational Institutions

1335. SHRIMATI USHA VERMA:
SHRI MAHESHWAR HAZARI:
SHRIMATI SUSHILA SAROJ:
SHRIMATI SEEMA UPADHYAY:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the University Grants Commission (UGC) has prepared a training manual programme for participation of women in higher educational institutions;

(b) if so, whether satisfactory action has been taken on implementation of the said programme;

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

(d) the details of the steps taken by the Government to ensure gender equality in such institutions;

(e) whether the Government has made any efforts

to enhance the participation of women in higher educational institutions; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (c) The University Grants Commission (UGC) has initiated a training programme for participation of women in higher education institutions under the scheme of "Capacity Building of Women Managers in Higher Education". Training of Trainers workshops and Sensitization/Awareness/Motivation workshops under this scheme have been organized by the various universities and colleges during XIth Plan to ensure gender equality and to enhance the participation of women in higher educational institutions.

(d) to (f) Women Education is one of the important components of UGC policy of Equity and access. The UGC has launched the schemes of financial assistance to Universities and Colleges for construction of women's hostels; financial assistance for establishment of Day Care Centres to help women to continue their academic career; Indira Gandhi Scholarship to Single Girl Child; assistance for capacity building for women managers in higher education; Post Doctoral Fellowships for women; establishment of Women's Studies Centres and additional assistance to Universities and Colleges with more women enrolment to encourage the enrolment and participation of women in higher educational institutions.

[English]

Model Schools under PPP

1336. SHRI IJYARAJ SINGH:
SHRI VARUN GANDHI:
SHRI P.R. NATARAJAN:
SHRI SYED SHAHNAWAZ HUSSAIN:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of proposals received for setting up of model schools in the educationally backward blocks in the country during 2011-12, the number of proposals approved and the number of model schools opened so far, State/UTwise;

(b) the financial assistance provided during 2011-12 and the assistance proposed to be provided during 2012-13 for this purpose, State/UT-wise;

(c) the present status of the scheme for setting up of model schools in the country under Public-Private-Partnership (PPP) model;

(d) whether the modalities for setting up of such schools have since been worked out;

(e) if so, the details thereof and if not, the reasons for delay in this regard;

(f) whether the Government has been able to mobilize funds for this purpose; and

(g) if so, the details thereof and if not, the reasons therefor alongwith the steps proposed to be taken for early setting up of such schools?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) The State/UT-wise details of proposals received and proposals approved so far during 2011-12 and model schools opened so far are given in the enclosed Statement-I.

(b) State/UT-wise details of financial assistance provided so far during 2011-12 for setting up and running the model schools are given in the enclosed Statement-II. While the financial allocation for 2012-13 in respect of Model School Scheme is Rs. 1,080 crore, the quantum of financial assistance to be provided during the year for model schools in educationally backward blocks (EBBs) will depend upon receipt of viable proposals/requisite documents from the concerned State/UT Governments.

(c) to (g) Component of the Model School Scheme for setting up of model schools under Public Private Partnership (PPP) mode in blocks which are not educationally backward has since been approved by the Government and the same will be implemented from the 12th Five Year Plan.

Under this component, the private entity will acquire land and then develop, design, build, Finance, provide infrastructure, operate, maintain, manage and own these schools. The Government will contribute to recurring cost on per capita basis for the students sponsored. Besides, a sum equal to 25% of such support for each sponsored student, not exceeding an amount equal to 10% of the capital investment in the school, shall also be provided as infrastructure grant. The initial contract for such provision of quality education would be 10 years for each school, which is extendable as per mutual agreement.

Notice inviting Expression of Interest (EOI) for setting up of model schools under PPP mode has recently been issued.

Statement-I*State/UT-wise details of proposals received and approved during 2011-12 and model schools opened so far*

Sl. No.	State	No. of proposals received	No. of proposals approved	Model schools opened so far
1.	Arunachal Pradesh	17	-	-
2.	Assam	55	29	-
3.	Gujarat	09	09	12
4.	Jharkhand	49	49	40
5.	Meghalaya	09	09	-
6.	Tripura	06	06	-
7.	Uttarakhand	19	-	-
8.	West Bengal	14	14	-
9.	Punjab	-	-	21
10.	Karnataka	-	-	74
11.	Chhattisgarh	-	-	72
12.	Tamil Nadu	-	-	18
13.	Madhya Pradesh	-	-	201
14.	Rajasthan	40	-	-
15.	Andhra Pradesh	314	-	-
Total		532	116	438

Statement-II*State/UT-wise details of fund released for model schools during 2011-12**(Rs. in Crore)*

Sl. No.	State	Fund Released
1	2	3
1.	Tamil Nadu	11.67
2.	Madhya Pradesh	202.74
3.	Uttar Pradesh	115.67
4.	Rajasthan	49.92

1	2	3
5.	Assam	40.07
6.	Andhra Pradesh	412.09
7.	Jharkhand	48.91
8.	Odisha	128.85
9.	Maharashtra	29.27
10.	Punjab	1.91
Total		1041.10

*[Translation]***Broadband Access to Villages**

1337. SHRI JAGDISH THAKOR:
 SHRI VARUN GANDHI:
 SHRI A.T. NANA PATIL:
 SHRI BHOOPENDRA SINGH:
 SHRI SYED SHAHNAWAZ HUSSAIN:
 SHRI NARENDER SINGH TOMAR:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the number of villages that have already been given broadband access under Universal Service Obligation Fund (USOF), State-wise;

(b) the funds released by the Union Government for the project during the last three years and the current year, operator-wise and State-wise;

(c) the criteria adopted for selecting the villages under the scheme and the villages likely to be covered under 12th Five Year Plan, State-wise including Madhya Pradesh;

(d) the rates at which the broadband facilities are being provided in rural areas; and

(e) the details of internet broadband penetration in the country in comparison to other nations?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) 169201 villages have already been given Broadband access under Universal Service Obligation Fund (USOF). The state wise detail is enclosed at Statement-I.

(b) The funds released by the USOF for the project during the last three years and the current year are enclosed at Statement-II.

(c) The villages connected by wireline from existing rural telephones exchanges of BSNL, where data speed of 512 kbps is feasible are selected for coverage under the scheme. An estimated nos. of 20,100 villages are likely to be covered during 12th five year plan. State-wise list including Madhya Pradesh is enclosed at Statement-III.

(d) The rates at which the Broadband facilities are being provided in rural areas for which agreement exist between USOF and BSNL are:

(i) USOF plan 99 (Monthly charge of Rs. 99/-for broadband speed of 512 Kbps.)

(ii) USOF Plan 150 (Monthly charge of Rs. 150/-for broadband speed of 512 Kbps.)

(e) The details of fixed broadband subscribers in the country, in comparison to other nations, as provided by TRAI is enclosed at Statement-IV.

Statement-I

Number of villages given broadband access under USOF as on 31.01.2012

Sl. No.	State/UT	Villages covered
1	2	3
1.	Andaman and Nicobar	120
2.	Andhra Pradesh	13125
3.	Assam	6995
4.	Bihar	8043
5.	Chhattisgarh	4315
6.	Gujarat	7014
7.	Haryana	4630
8.	Himachal Pradesh	7288
9.	Jammu and Kashmir	2533
10.	Jharkhand	2736
11.	Karnataka	11235
12.	Kerala	1364
13.	Madhya Pradesh	6142
14.	Maharashtra including Goa	10521
15.	North East-I (Mizoram, Meghalaya, Tripura)	535
16.	North East-II (Arunachal Pradesh, Manipur, Nagaland)	1889
17.	Odisha	10093
18.	Punjab	10021
19.	Rajasthan	5672
20.	Tamil Nadu	9660

1	2	3
21. Uttar Pradesh (East + west)		29516
22. Uttarakhand		2923

1	2	3
23. West Bengal including Sikkim		12831
Total		169201

Statement-II

Funds released during last 3 years and the current year for Rural Wire-Line Broadband Scheme (in Crores of Rupees)

Service Area	2009-10	2010-11	2011-12 (up to 31.01.2012)	Grand Total
1	2	3	4	5
Andaman and Nicobar	0.11	0.04	0.00	0.15
Andhra Pradesh	6.53	6.22	6.47	19.23
Assam	0.93	0.46	1.03	2.43
Bihar	0.46	1.05	2.18	3.69
Chhattisgarh	0.43	0.59	1.82	2.83
Gujarat		4.78	4.33	9.11
Haryana	1.18	2.57	2.92	6.67
Himachal Pradesh	0.00	2.93	1.59	4.52
Jammu and Kashmir	0.26	0.07	0.31	0.64
Jharkhand	0.43	0.28	0.76	1.47
Karnataka	4.65	4.84	4.86	14.35
Kerala	10.72	3.08	5.01	18.81
Maharashtra	2.91	8.42	4.66	15.99
Madhya Pradesh	1.03	1.33	0.00	2.36
North East-I	0.12	0.13	0.04	0.29
North East-II	0.34	0.12	0.10	0.56
Odisha	2.10	2.29	2.60	6.98
Punjab	3.11	6.63	5.34	15.08
Rajasthan	1.91	6.21	8.07	16.19
Tamil Nadu	2.59	7.00	4.72	14.31
Uttar Pradesh (East)	2.46	2.88	1.96	7.29

1	2	3	4	5
Uttar Pradesh				
(West)	0.13	0.32	2.08	2.54
Uttaranchal	0.07	0.36	0.84	1.27
West Bengal	0.12	2.22	2.26	4.60
Grand Total	42.57	64.82	63.96	171.36

Note: 1. BSNL (Bharat Sanchar Nigam Limited) is the sole Operator for this Scheme

2. Funds released for the year 2008-09 is 'NIL'
2. Maharashtra Service Area includes Goa
3. North East-I Service Area consists of Meghalaya, Mizoram and Tripura
4. North East-II Service Area consists of Arunachal Pradesh, Manipur and Nagaland
5. West Bengal Service Area includes Sikkim

Statement-III

Sl. No.	Circle	Total No. of Rural Exchanges after amendment in the Agreement	Digital Subscribers Line Access Multiplex. (DSLAM) integrated till Jan 2012	Villages to be covered
1	2	3	4	5
1.	Andman and Nicobar	45	47	-
2.	Andhra Pradesh	2665	2612	160
3.	Assam	429	389	160
4.	Bihar	1000	571	2010
5.	Chhattisgarh	449	409	160
6.	Chennai	123	73	160
7.	Gujarat	1988	2153	-
8.	Haryana	805	745	350
9.	Himachal Pradesh	811	457	1640
10.	Jammu and Kashmir	209	134	350
11.	Jharkhand	291	460	-
12.	Karnataka	2217	2188	160
13.	Kerala	1143	375	3490
14.	Kolkatta	0	100	-

1	2	3	4	5
15.	Madhya Pradesh	1982	1455	2380
16.	Maharashtra	4353	4366	-
17.	NE I	149	72	350
18.	NE II	221	50	720
19.	Odisha	942	387	2570
20.	Punjab	1217	1087	530
21.	Rajasthan	1959	1488	2200
22.	Tamilnadu	1182	1212	-
23.	Uttar Pradesh (East)	2273	2044	1090
24.	Uttar Pradesh (West)	491	528	-
25.	Uttaranchal	341	237	530
26.	West Bengal	1387	1141	1090
Total		28672	24780	20100

Statement-IV

Fixed broadband subscriptions of top 20 countries at the end of December 2010:

Sl. No.	Country	No. of Subscriber
1	2	3
1.	China	126,337,000
2.	United States	85,723,155
3.	Japan	34,044,729
4.	Germany	26,089,800
5.	France	21,345,000
6.	United Kingdom	19,579,823
7.	Korea (Rep.)	17,193,570
8.	Russia	15,700,000
9.	Brazil	13,266,310
10.	Italy	13,259,398
11.	Mexico	11,325,022

1	2	3
12.	India	10,990,000
13.	Spain	10,534,492
14.	Canada	10,138,741
15.	Turkey	7,079,792
16.	Netherlands	6,330,000
17.	Australia	5,385,000
18.	Taiwan, Province of China	5,265,026
19.	Poland	4,960,528
20.	Argentina	3,862,354

Source: www.itu.int

[English]

Over Burdened Universities

1338. SHRI SANJAY DINA PATIL:
DR. SANJEEV GANESH NAIK:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is an overload of colleges on universities in Maharashtra;

(b) if so, the number of colleges under each university in Maharashtra;

(c) whether the Government proposes to bifurcate overloaded universities; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) University Grants Commission (UGC) has reported that it has not fixed any norm to decide on the affiliation "overload" on universities. While UGC has framed Regulations on conditions to be followed while granting affiliation, it has not fixed any limit on number of colleges, which can be affiliated to a university. Universities are autonomous entities which fix their own norms for affiliating colleges through Statutes framed under their respective Acts.

(b) There are one Central university, 19 state universities and 21 deemed to be universities in state of Maharashtra. The list of affiliating universities as furnished by UGC alongwith number of affiliated institutions is given in the enclosed Statement.

(c) and (d) While it is desirable to create more universities to reduce the affiliation load on existing universities, all the universities except one i.e. Mahatma Gandhi Antarrashtriya Hindi Viswavidhyalaya (MGAHV), are state universities and therefore state government alone is competent to take decision on bifurcation of universities. The Central University of MGAHV is a non-affiliating university.

Statement

Name of Affiliating University	No. of Colleges
1	3
Sant Gadge Baba Amravati University	411
Mumbai University	711

1	3
Dr. Babasaheb Ambedkar Marathwada University	351
Dr. Babasaheb Ambedkar Technological University	1
Dr. Panjabrao Desmukh Krishi Vidyapeeth	32
Dr. Balasaheb Sawant Konkan Krishi Vidyapeeth	17
Mahatma Phule Krishi Vidyapeeth	40
Marathwada Agricultural University	40
Rashtrasant Tukadoji Maharaj Nagpur University	800
North Maharashtra University	217
University of Pune	811
Smt. Nathibai Damodar Thackersey Women's University	217
Shivaji University	219
Swami Ramanand Teerth Marathwada University	370
Maharashtra University of Health Sciences	302
Maharashtra Animal & Fishery Sciences University	10
Solapur University	123

Supply of Coal

1339. SHRIMATI SUPRIYA SULE:
SHRI SANJEEV GANESH NAIK:
SHRI SANJAY DINA PATIL:

Will the Minister of COAL be pleased to state:

(a) whether Coal India's coal output in the first nine months of this financial year fell short of the last year's levels and if so, the details thereof and the reasons therefor;

(b) whether e-auction being carried out by the Coal

India Limited (CIL) are to be discontinued for now and if so, the details thereof and the reasons therefor;

(c) whether the allocation to the power sector is to be ramped up at the expense of supplies to non-priority sectors such as steel and cement and if so, the details thereof; and

(d) whether the Government proposes to loosen up the environmental norm restrictions to enable an output boost at existing mines and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) Yes Madam. The coal production during April-December 2011 was 291.24 million tonnes as against 299.46 million tonnes during the corresponding period last year. The main reasons for the shortfall include:

- (i) Excessive rainfall from June, 2011 onward adversely affected the production from all the Opencast Mines.
- (ii) Imposition of Sec. 144 and curfew (23rd April, 2011 to 3rd May, 2011) in few places of Jharkhand affecting production in BCCL, CCL.
- (iii) Law and order disruptions in the forms of local bundhs by naxalites in CCL and by local people in MCL command area.

(b) and (c) No Madam. As per the New Coal Distribution Policy of the Government, Coal supplies to all sectors of consumers including power utility sector are guided by the terms of the Fuel Supply Agreement.

(d) There is no such proposal to loosen up the environmental norm restrictions.

Tipsy Pilots

1340. SHRI SAMEER BHUJBAL:
DR. SANJEEV GANESH NAIK:
SHRI SANJAY DINA PATIL:

Will the Minister of CIVIL AVIATION be pleased

to state:

(a) whether some commercial pilots have been tested, alcohol positive when on duty during the last nine months;

(b) if so, the details thereof;

(c) the action taken against the defaulting pilots;

(d) whether the Directorate General of Civil Aviation had amended its rules on preflight medical checks in January, 2011 which now require airlines to conduct the test before all domestic flights and after every 15 days at foreign airports; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) to (c) Yes, Madam. 20 pilots have been tested alcohol positive during pre-flight medical examination for the consumption of alcohol while on duty from 1st June, 2011 to 29th February 2012. Details are given in the enclosed Statement.

(d) and (e) Yes, Madam. The Directorate General of Civil Aviation (DGCA) has amended the relevant Civil Aviation Requirement (CAR) Section - 5, Series-F, Part III, which became effective from 30th November, 2010. This regulation requires airlines to conduct the test before all domestic flights and after every 15 days at foreign airports. This shall be supplemented by post flight medical check. It shall be ensured that all the flights originating from outstation are covered by post flight medical check within a period of every 10 days i.e. three times in a calendar month. The said CAR is available on DGCA's website.

Statement

Pre Flight Medical Records from 1st June, 2011 to 29 February, 2012

Sl. No.	Date & Place of Occurrence	Airline & Flight No.	Details of Pilots	Action taken against the defaulting Pilots
1	2	3	4	5
1.	10/06/2011 Delhi	Jet Airways 9W-142	Capt. N S Sra tested positive during Pre-Flight Medical	kept off flying duty for a period of 03 months
2.	14/06/2011 Mumbai	Spice Jet SG-801	Capt. John C Hullinger tested positive during Pre-Flight Medical	kept off flying duty for a period of 03 months
3.	17/06/2011 Chennai	Indian Airlines AI-905	Capt. Rajiv Nanda tested positive during Pre-Flight Medical	kept off flying duty for a period of 03 months
4.	09/07/2011 Mumbai	Indigo 6E-176	Capt. Gawrav Sharadshandr Shine tested positive during Pre-Flight Medical	kept off flying duty for a period of 03 months
5.	29/08/2011 Mumbai	JetliteS2-702	Capt. S.V. Kalele tested positive during Pre-Flight Medical	kept off flying duty for a period of 03 months
6.	08/10/2011 Kolkata	Kingfisher AirlinesIT-073	First Officer Roshan Balakrishnan tested positive during Pre-Flight Medical	kept off flying duty for a period of 03 months
7.	18/10/2011 Delhi	Indigo Airlines	Capt. William Peter Collier tested positive during Pre-Flight Medical	kept off flying duty for a period of 03 months
8.	24/10/2011 Mumbai	Jet Airways	F/o Monish Chandran tested positive during Pre-Flight Medical	kept off flying duty for a period of 03 months
9.	31/10/2011 Hyderabad	Spicejet AirlinesSG-1011	Capt. Amartya Basu was tested positive during Pre-Flight Medical	kept off flying duty for a period of 03 months
10.	25.11.2011 Bangalore	Air India AI-977	F/o Pankaj Murmu tested positive during Pre-Flight Medical	kept off flying duty for a period of 03 months
11.	18.12.2011 Kolkata	Spice Jet SG-529	First officer Aditya Kothari was tested positive during Pre	kept off flying duty for a

1	2	3	4	5
			Flight Medical Checks at CCU	period of 03 months
12.	01.01.2012 Mumbai	Indigo 6E 342	F/o Dinesh Raj tested positive during Pre-Flight Medical	kept off flying duty for a period of 03 months
13.	17.01.2012 Delhi	Indigo 6E178	Capt. Ankur Saxena tested positive during Pre-Flight Medical.	kept off flying duty for a period of 03 months
14.	29.01.2012 Mumbai	Jetlite S2 645 Bombay-Coimbatore	Capt. Jamsheed Syed tested positive during Pre-Flight Medical. Tested positive second time	License Cancelled for 05 years.
15.	29.01.2012 Mumbai	Jet Airways 9W 467	Capt. Vivek Dave tested positive during Pre-Flight Medical	Kept off flying duties and license suspended for a period of 3 months
16.	31.01.2012 Pune	Jet Airways 9W 2573	Capt. Anthony D'Cruz tested positive during Pre-Flight Medical.	Kept off flying duties and license suspended for a period of 3 months
17.	03.02.2012 Chennai	Air India AI-671	Capt. K. Sebastien, Examiner tested positive during Pre-Flight Medical.	Kept off flying duties and license suspended for a period of 3years. Action under process for removing his examiner rating
18.	05.02.2012 Bangalore	Kingfisher Airlines IT-104	Capt. Raman Mahaveera tested positive during Pre-Flight Medical	Kept off flying duties and license suspended for a period of 3 months
19.	17.02.2012 Chennai	Spicejet Airlines SG-916	Captain W. Pickering tested positive during Pre-Flight Medical	Kept off flying duties and license suspended for a period of 3 months
20.	17.02.2012 Chennai	Kingfisher IT 2905	Capt. Amit Kumar tested positive during Pre-Flight Medical Chennai-Coimbatore	Kept off flying duties and license suspended for a period of 3 months

Revenue of Postal Department

1341. SHRI SANJAY DHOTRE:
SHRI MANGANI LAL MANDAL:
SHRIMATI J. SHANTHA:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the revenue generated by the Department of Posts has been declining in comparison to expenditure;

(b) if so, the details thereof during the last three years and the current year alongwith the reasons therefor;

(c) whether the Department has hired Chartered Aircraft from the Air India during the last three years and the current year;

(d) if so, the details thereof and the expenditure incurred on such hiring; and

(e) the steps taken/being taken by the Government to improve the financial condition of postal department and to provide prompt services to its consumers?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI SACHIN PILOT): (a) For years 2008-09 and 2009-10 percentage increase of expenditure were more than the revenue. The situation has reversed from the year 2010-11 when the percentage growth of revenue is more than the expenditure.

(b) The position of last three years and up to January, 2012 of current year is as under:

(Rupees in crores)

Year	Revenue	% Increase	Expenditure	% Increase
2008-09	5862.33	6.69	9756.24	34.14
2009-10	6266.70	6.90	13346.94	36.80
2010-11	6962.33	11.10	13793.67	3.35
2011-12 *(up to Jan. 12)	6240.10	3.78	11534.84	2.00

*Note - The revenue and expenditure for 2010-11 (upto January, 2011) is Rs. 6012.93 crores and Rs. 11308.93 crores respectively.

As could be seen from the above figures, revenue is increasing consistently over the years. It is a fact that expenditure has increased during 2008-09 and 2009-10 which is due to payment of arrears on account of VI CPC, MACP & GDS Committee's Report. The increase in expenditure during the year 2010-11 is 3.35% in comparison to increase in revenue i.e. 11.10%. Whereas the increase in revenue for the year 2011-12 (upto Jan. 12) corresponding to the previous year is 3.78% against the expenditure of 2.00% during the same period.

(c) Yes, Madam.

(d) One freighter aircraft was chartered from the erstwhile Indian Airlines in August 2007 for carriage of mail in North Eastern Region (Kolkata-Guwahati-Imphal-Agartala-Kolkata route).

Subsequently, three freighter aircrafts were chartered in July, 2009 from the erstwhile National Aviation Company of India Limited (NACIL) for carriage of mail between metro cities (Delhi, Mumbai, Kolkata, Chennai and

Bangalore) in addition to the freighter aircraft operating in the North Eastern Region.

The expenditure incurred on freighter operation during the last three years and the current year is Rs. 248.19 crores.

(e) The Business Development & Marketing Directorate under Department of Posts offers a number of premium services like Speed Post, Express Parcel Post, Logistics Post etc. to generate additional revenue for the Department. Further, the Department of Posts reviews its services and products from time to time in view of the changing market scenario, changing customer needs, industry benchmarks etc and takes steps/action to modify services features accordingly for revenue growth and for providing prompt services.

In order to improve the quality of mail operations across the country, an initiative has been undertaken to consolidate and optimize the existing mail network, bring in greater standardization in mail processes and strengthen

monitoring mechanism. The Department has also taken action for setting up Automatic Mail Processing Centre (AMPC) in Delhi and Kolkata to automate mail processing. Other measures taken by the Department of Post to improve mail transmission and delivery services include:

- (i) Regular monitoring of mail routing and delivery is undertaken by posting Test Letters and Trial Cards
- (ii) Surprise checks on delivery of mails by the supervisory staff and officers
- (iii) Live mail survey at regular intervals both in rural and urban areas to identify weak links and streamline the mail transmission and delivery system
- (iv) To cope up with the seasonal mails, separate centers with adequate manpower are opened to give expeditious handling to such mail
- (v) Enhanced use of Pine code and its popularization
- (vi) Providing vehicles to postmen in the NE Regions to expedite mail delivery

Further, a thorough review of whole web based Computerised Customer Care System has been done and the system has been made "Sevottam" Compliant with dynamic feature and better monitoring and control at all levels. The modified version of Computerised Customer Care System software has been made operational in around 11000 offices of the Department of Posts. The new system has been designed keeping in view the requirements for making the Grievance Redressal Mechanism in the Department of Posts "Sevottam" Compliant.

Services standards have been revised and an updated Citizens' Charter has been hosted on the website of the Department of Posts.

Colleges for Women

1342. SHRI DHARMENDRA YADAV:
SHRI GAJANAN D. BABAR:
SHRI ADHALRAO PATIL SHIVAJI:
SHRI ANANDRAO ADSUL:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that several parents are hesitant to send their daughters to co-educational institutions in the country;

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

(c) whether the University Grants Commission (UGC) has any plan to set up 800 constituent colleges, exclusively for women during the Twelfth Five Year Plan;

(d) if so, the details thereof including the outlay proposed for this purpose; and

(e) the number of such colleges being proposed in each State, location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) The Ministry is not formally aware of any such request or representation made by parents.

(c) No, Madam. There is no proposal to set up 800 constituent colleges, exclusively for women in the XII five year plan.

(d) and (e) In view of (c) above, do not arise.

[Translation]

Report of Malnutrition

1343. SHRIMATI SUSHILA SAROJ:
SHRIMATI USHA VERMA:
SHRI MAHESHWAR HAZARI:
SHRIMATI SEEMA UPADHYAY:

Will the PRIME MINISTER be pleased to state:

(a) the details of malnutrition related facts brought to light in the Human Development Report by the Planning Commission;

(b) whether in spite of various schemes being run by the Government more than one third of the total population and half of children's population of the country are victims of malnutrition according to the said report;

(c) if so, the details thereof; and

(d) the amount allocated by the Planning Commission for various schemes to root out malnutrition during the last decade, schemewise?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) The India

Human Development Report 2011 Towards Social Inclusion, published by the Institute of Applied Manpower Research, Planning Commission Government of India highlighted the following Malnutrition related facts—

- Nearly half of India's children under three years of age are malnourished.
- There are wide gaps between states and rural and urban areas with respect to cereal consumption.
- Child malnutrition is higher in rural areas than in urban areas.
- There has been a significant decline in stunted children in India (from 52 % in 1992-93 to 38.4% in 2005-06).
- The prevalence of anemia among adolescent girls is very high with severe anemia being more prevalent among them than among pre school children.
- Anaemia among children has increased over the years with rising rural-urban disparity.

(b) and (c) According to the said report "A third of India's adult population has a body mass index (BMI) of less than 18.5 (the number below which people are declared undernourished)".

The report also states that "Sixty years after Independence, nearly half of India's children under three years of age are malnourished."

The details are as follows:

- There are high interstate disparities with respect to overall hunger in India, with the poor states at the bottom.
- There is high concentration of adult malnutrition (BMI < 18.5) among the poor states.
- There is an increasing trend of malnutrition among adult women in the low income states.
- Interstate disparity has been increasing for malnutrition in adult women belonging to SCs and STs.
- SCs and STs are diverging from the national average in terms of female malnutrition.
- More than 50 % of ST children are underweight and stunted.
- More than 75 % of ST children have anemia.
- There is an increasing trend of anaemia among

women for all caste groups.

- There is no difference between Hindus and Muslims in terms of malnutrition among women.

(d) The Hon'ble President of India in her 'Address to Parliament' on 12th March, 2012 has observed that "Malnutrition has been seriously impacting children, affecting their chances of gaining education and earning sustainable livelihood." The Finance Minister in the Budget Speech on 16th March, 2012 has stated that one of the five objectives of the Budget 2012-13 is to 'Intervene decisively to address the problem of malnutrition especially in the 200 high-burden districts'. The Prime Minister in his reply to the Motion of Thanks on President's Address has stated that addressing the challenge of malnutrition may be a major priority of the Government.

The details of the amount allocated by Planning Commission for various schemes to root out malnutrition during the last decade are provided in the enclosed Statement.

Statement

Allocations made during 10th Plan (2002 - 07) and 11th Plan (2007 - 12) in important Nutrition related Schemes:

	10th F.Y. Plan Rs. Cr.	11th F.Y. Plan Rs. Cr.
Integrated Child Development Scheme	10392	44400
National Rural Health Mission	15796*	90103
Mid-Day-Meal Scheme	5900	48000
National Rural Drinking Water Programme	13245	39490

* for two years (2005-06 and 2006-07)

[English]

Setting up of Higher Educational Institutes

1344. SHRI SHIVARAMA GOUDA:
YOGI ADITYA NATH:
SHRI OM PRAKASH YADAV:
SHRI SURESH KALMADI:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is contemplating to open new Indian Institutes of Technology (IITs), Indian Institutes of Information Technology (IIITs), Indian Institute of Management (IIMs) and Indian Institutes of Science Education and Research (IISERs) in the country during the 12th Five Year Plan;

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

(c) the details of the proposals received from the various State Governments including Maharashtra for setting up of these Institutes;

(d) the details of the action taken by the Government in this regard, State-wise, and proposal-wise;

(e) whether necessary budgetary allocation has been made for it;

(f) if so, the details thereof; and

(g) the time by which these Institutes are likely to be established?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (g) No proposal for setting up of new institutions of Higher and Technical Education in the country has yet been finalised as the same has to await the formal approval to the 12th Five Year Plan by the National Development Council.

[Translation]

Rating of Indian Universities

1345. SHRI JAGDISH SHARMA:
SHRI JAGDAMBIKA PAL:
SHRI VILAS MUTTEMWAR:
SHRI JOSE K. MANI:
SHRI G.V. HARSHA KUMAR:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is cognizant of the four different ratings of world universities and higher educational institutions released by four different prestigious institutions;

(b) if so, the details thereof;

(c) whether none of the Indian institutions appeared in the first 150 ranked institutions and if so, the

reasons therefor;

(d) whether the Government has taken any view of such rankings considering that these rankings have become benchmarks and have a global reach and if so, the details thereof;

(e) the details of the cumulative research output of patents from the Indian Institutes of Technology (NTs) and NITs during the last three years;

(f) whether these patents have been commercially utilised by the industry; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) While certain institutions or agencies publish list of universities or educational institutions ranked according to their own criteria, there is no single international agency for the global ranking of universities. Some of the better known global systems are the Quacquarelli Symonds (QS) system, the Times Higher Education World University Rankings and the Academic Ranking of World Universities. As per the QS system for the year 2011, the highest ranked institution is IIT Delhi at 218. As per the Times Higher Education World University Rankings for 2011, Indian Institute of Technology (IIT) Bombay is the highest ranked institution at 317, while the Academic Ranking of World Universities has ranked Indian Institute of Science, Bangalore at 321.

(c) and (d) These different international ranking systems use different values, indices and parameters to rank higher educational institutions. These criteria are neither universally accepted nor recognised and are therefore subjected to a lot of criticism about their subjective processes of evaluation. Some of these parameters are not relevant for Indian higher educational institutions and therefore these rankings cannot constitute the basis for benchmarking of Indian institutions. Improvement of quality of higher education is a continuous process. A substantial increase in Plan allocation is proposed in the XII Plan aiming at improvement of quality of higher educational institutions. Quality of higher education in the country is also planned to be further improved through various legislative initiatives which include making the accreditation mandatory for all higher educational institutions.

(e) to (g) The information is being collected.

*[English]***Sikh Stabbed in California**

1346. SHRIMATI JYOTI DHURVE:
SHRI C.R. PATIL:
SHRI MAHENDRASINH P. CHAUHAN:
SHRI NARANBHAI KACHHADIA:

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

(a) whether it is a fact that a Sikh man was stabbed at an Airport in California (USA) in December, 2011;

(b) if so, the details thereof;

(c) whether the Government has taken up the matter with the US Government; and

(d) if so, the US Government's reaction thereon?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) to (d) Consulate General of India, San Francisco has reported that as per media reports Shri S. Anup Singh, a 56 year old Sikh preacher was attacked by Mitchell Dufur, a 26 year old man, at the Fresno airport in the first week of December, 2011 when he was waiting to board a plane to United Kingdom. Shri S. Anup Singh suffered a minor cut on his upper torso and was treated at the airport. Neither Shri S. Anup Singh nor any other individual/organization reported this incident to the Indian Consulate. The Consulate came to know about this incident only through media reports. However, the matter was taken up by the Indian Consulate with the United States Government on 13th December, 2011 and their response is awaited.

Status of UIDAI Schemes

1347. SHRI BASU DEB ACHARIA:
DR. RAGHUVASH PRASAD SINGH:
SHRI P. KARUNAKARAN:
SHRIMATI BHAVANA PATIL GAWALI:
SHRI K.P. DHANAPALAN:
SHRI NEERAJ SHEKHAR:
SHRI HAMDULLAH SAYEED:

Will the PRIME MINISTER be pleased to state:

(a) the details of the present status of the Unique Identification number (UID) Scheme launched in all the States of the country till 31 January, 2012, State-wise;

(b) the details of the expenditure allotted to all the

States and the details of the fund spent for this purpose till date, State-wise;

(c) whether the Government has adopted any methodology for issuing UID number to the people living in the border areas and the migrant people;

(d) if so, the details thereof;

(e) the steps taken by the Government to ensure the foolproof system in the UID scheme; and

(f) the time by which the UID would complete the task assigned to them?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) State-wise information of Aadhaar generation from September, 2010 till 31st. January, 2012 is at Statement-I.

(b) UID is a Central Plan Scheme Project and is a Pan India project. Therefore, State-wise expenditure is not applicable. However, Year-wise funds allocated since inception and expenditure for the Financial year 2009-10, 2010-11 and 2011-12 (upto January, 2012) is as under:

(Rupees in crore)

Year	BE	RE	FE	Actual expenditure
2009-10	120.00	30.92	26.38	26.21
2010-11	1900.00	960.66	273.80	268.41
2011-12	1470.00	1200.00	Not applicable	753.22 (upto Jan., 2012)

(c) and (d) The mandate of the Unique Identification Authority of India (UIDAI) is to issue unique identification number to all residents of the country. The UIDAI will issue a number, not a card. The UID numbers are meant to prove only identity and not citizenship. Unique Identification Authority of India (UIDAI) collects five demographic details i.e. Name, Age, Gender, Address and Name of the father/mother/husband. For Proof of Identity (PoI)/Proof of Address (PoA), documentation is required to be furnished. List of documents accepted as PoA/PoI is enclosed as Statement-II. In addition, for residents who do not have documentary proof of Identity and address, the concept of trusted

introducers is used to facilitate their enrolment as per recommendation of the Demographic Data Standards and Verification Procedures Committee (DDSVPC). Introducers can be people from various walks of life such as elected members, members of local administration bodies postmen, influencers such as teachers and doctors, Anganwadi/ASHA workers, representatives of local NGOs etc., duly identified and notified by the Registrars and having an Aadhaar number. The prescribed processes are uniformly applicable across the country.

(e) UIDAI has put in place procedures processes for enrolment in accordance with the recommendations of DDSVP Committee Report and the Biometrics Standards Committee Report. In addition, a number of processes have been put in place to ensure that the data collected by UIDAI is not accessed in any unauthorized manner. These include encryption of data at source, immediately on completion of enrolment; transfer of data to the data centre in encrypted and zipped format which is tamper proof; putting standard security infrastructure such as virtual providers, firewalls and intrusion prevention system in place and limiting physical access to UIDAI infrastructure and data to authorized personnel only. UIDAI has also issued data protection and security guidelines for Registrars, Enrolment Agencies, Logistics Service Providers, UIDAI Employees, Authentication User Agencies, and Data Centre Service Providers.

(f) The first phase for enrolling 200 million residents has already been completed. The Cabinet Committee on UIDAI has given its approval for continuation of Enrolments of 400 million residents by UIDAI through Multiple Registrars Model in 18 States/UTs as per Statement-III. The enrolments are expected to be covered over the next 18 to 24 months. The remaining 600 million residents will be covered by Registrar General of India (RGI) under National Population Register (NPR)

Statement-I

Upto Jan-2012

State Name	Aadhaar Count
1	2
Andaman and Nicobar Islands	80953
Andhra Pradesh	35273396
Arunachal Pradesh	325

1	2
Assam	12038
Bihar	1092646
Chandigarh	488242
Chhattisgarh	736
Chhattisgarh	155433
Dadra and Nagar Haveli	11596
Daman and Diu	98042
Delhi	8767555
Goa	449993
Gujarat	2751507
Haryana	1383127
Himachal Pradesh	2098193
Jammu and Kashmir	32388
Jharkhand	5216929
Karnataka	9670061
Kerala	2794206
Lakshadweep	83
Madhya Pradesh	4763266
Maharashtra	24805755
Manipur	42940
Meghalaya	487
Mizoram	5149
Nagaland	8450
Odisha	2165292
Puducherry	694078
Punjab	6934391
Rajasthan	5082029
Sikkim	255308
Tamil Nadu	2084583
Tripura	2693076

1	2
Uttar Pradesh	6407018
Uttarakhand	818375
Uttaranchal	559
West Bengal	967743
Total	12,81,05,948

Statement-II*Extract**ER 5.1.3 Documents for Verifying Pol, PoA, DoB & PoR*

- List of Documents in DDSVP Committee Report

Supported Pol Documents Containing Name and Photo

- Passport
- PAN Card
- Ration/ PDS Photo Card
- Voter ID
- Driving License
- Government Photo ID Cards/ service photo identity card issued by PSU
- NREGS Job Card
- Photo ID issued by Recognized Educational Institution
- Arms License
- Photo Bank ATM Card
- Photo Credit Card
- Pensioner Photo Card
- Freedom Fighter Photo Card
- Kissan Photo Passbook
- CGHS/ECHS Photo Card
- Address Card having Name and Photo issued by Department of Post
- Certificate of Identity having photo issued by Gaztted Officer or Tehsildar on letterhead

- Disability ID Card/handicapped medical certificate issued by the respective State/UT Governments/ Administrations

Supported PoA Documents Containing Name and Address

- Passport
- Bank Statement/Passbook
- Post Office Account Statement/Passbook
- Ration Card
- Voter ID
- Driving License
- Government Photo ID Cards
- Electricity Bill (not older than 3 months)
- Water Bill (not older than 3 months)
- Telephone Landline Bill (not older than 3 months)
- Property Tax Receipt (not older than 3 months)
- Credit Card Statement (not older than 3 months)
- Insurance Policy
- Signed Letter having Photo from Bank on letterhead
- Signed Letter having Photo issued by registered Company on letterhead
- Signed Letter having Photo issued by Recognized Educational Institution on letterhead
- NREGS Job Card
- Arms License
- Pensioner Card
- Freedom fighter Card
- Kissan Passbook
- CGHS/ECHS Card
- Certificate of Address having photo issued by or MLA or Gaztted officer or Tehsildar on letterhead
- Certificate of Address issued by Vilage Panchayat head or its equivalent authority (for rural areas).
- Income Tax Assessment order
- Vehicle Registration Certificate

27. Registered Sale/Lease/Rent Agreement
28. Address Card having photo issued by Department of Post
29. Caste and Domicile Certificate having photo issued by State Government
30. Disability ID Card/handicapped medical certificate issued by the respective State/UT Governments/Administrations.
31. Gas Connection Bill (not older than 3 months)
32. Passport of spouse
33. Passport of Parents (In case of Minor)

Passport

Birth Certificate issued by Registrar of Birth, Municipal Corporation and other notified local govt, bodies like Taluk, Tehsil etc.

Any other Central/State government issued family entitlement document. As far as possible Family should come together for enrolment. In case all the members cannot make it on the same day then head of the family should always accompany the family member whenever he/she comes for the enrolment.

UIDAI**Supported Proof of DOB Documents**

1. Birth Certificate
2. SSLC Book/Certificate
3. Passport
4. Certificate of Date of Birth issued by Group A Gazetted Officer on letterhead

UIDAI and Registrars shall have the authority to amend and enlarge the list of valid documents as when necessary.

2. Supported documents for PoR

To facilitate enrolment where all members are not able to show proof of identity with a photograph at the time of Aadhaar enrolment, it has been decided that the Head of Family will be enrolled on the basis of valid PoI, PoA from the list of approved documents while the dependent family members can be enrolled through any of the following relationship documents as long as the relationship revealing document (PoR) is unambiguous and both the documents (Poi, PoA of Head of Family and the Relationship documents for the dependent family members) record the same address:

PDS Card

MGNREGA Job Card

CGHS/State Government/ECHS/ESIC Medical card

Pension Card

Army Canteen Card

Sl. No.	States/UTs
1.	Andhra Pradesh
2.	Chandigarh
3.	Daman and Diu
4.	Goa
5.	Gujarat
6.	Haryana
7.	Himachal Pradesh
8.	Jharkhand
9.	Karnataka
10.	Kerala
11.	Madhya Pradesh
12.	Maharashtra
13.	NCT of Delhi
14.	Puducherry
15.	Punjab
16.	Rajasthan
17.	Sikkim
18.	Tripura

Campus/Centre of AMU

1348. SHRI BADRUDDIN AJMAL:
SHRI CHANDRAKANT KHAIRE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has decided to open a special campus/centre of Aligarh Muslim University (AMU) in Maharashtra;

(b) if so, the norms/criteria being adopted in this regard;

(c) whether the Union Government has received proposals from the various State Governments including Assam for setting up of campus/centre of AMU;

(d) if so, the details thereof, State-wise, alongwith the present status of the each proposal; and

(e) the benefits likely to accrue to the States as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Aligarh Muslim University (AMU) is an autonomous body established by AMU Act 1920 and is governed by the Act and Statutes and Ordinances made there under. In order to aid educational and cultural up-liftment of Muslims, the Executive Council of AMU decided, as per Statutes of the University, to establish five Centres of AMU at Bhopal (MP), Kishanganj (Bihar), Murshidabad (West Bengal), Malappuram (Kerala) and Pune (Maharashtra), places largely inhabited by Muslims.

(c) to (e) Proposals have been received in the ministry from the State Governments of Haryana and Rajasthan for establishing Centres of AMU at Mewat and Ajmer respectively. Keeping in view the autonomy of the University, the aforementioned proposals have been forwarded to it for appropriate action.

Norway Child Issue

1349. SHRI PRABODH PANDA:
SHRI INDER SINGH NAMDHARI:
SHRI RAYAPATI SAMBASIVA RAO:
SHRI CHANDRAKANT KHAIRE:
SHRI RAJIAH SIRICILLA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the officials of Norway's Child Welfare Services' had forcibly taken the custody of two children aged 1 and 3 years of NRI couple in last May and had put them in foster care and have not returned the children to their parents even after 10 months;

(b) if so, the reasons therefor;

(c) whether the Government has taken up the matter with the Norway Government to release the children immediately; and

(d) if so, the reasons behind the said children not being released so far and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) and (b) Two young Indian children were taken away from their parents residing in Stavanger, Norway by the Norwegian Child Welfare Service (CWS) of the Stavanger Municipality and placed in emergency foster care since May, 2011. The reasons for this action as given by Child Welfare Services of the Stavanger Municipality of Norway included "fear of possible violence against the children" and "lack of adequate parental care".

(c) and (d) The Ministry of External Affairs strongly took up the matter with the Norwegian Government in Oslo and with the Norwegian Embassy in India, including at Ministerial levels. The External Affairs Minister spoke to his Norwegian counterpart on January 23, 2012 to urge the early return of the children to India to enable them to be brought up in familiar surroundings under the loving care of their extended family which would be in their best long-term interests. The External Affairs Minister sent Secretary (West), Ministry of External Affairs, as his Special Envoy to Norway from February 26-29, 2012 to follow up on the matter. He met the Minister of Foreign Affairs of Norway; the Minister of Children, Equality and Social Inclusion; and other concerned officials and urged them to resolve the issue expeditiously by taking a humane approach and to send the children back to India so that they could be brought up in their own ethnic, religious, cultural, spiritual and linguistic milieu and social environment.

On February 28, 2012, after talks with the children's uncle, who has been in Stavanger since February 3, 2012, the Child Welfare Service of Stavanger Municipality mentioned that they were ready to award the care of the children to their uncle. The District Court in Stavanger is scheduled to hear the case and decide on this on March 23, 2012.

Bilateral Air Service Agreements

1350. SHRI PRADEEP MAJHI:
SHRI TARACHAND BHAGORA:
SHRI KISHANBHAI V. PATEL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to allow the Indian Scheduled Carriers including Air India to promote international connectivity guidelines and utilise the allocated bilateral under Air Service Agreements (ASAs);

(b) if so, the details of the ASAs made by various Indian Scheduled Carriers;

(c) whether the Government has set up any mechanism to monitor the utilisation of allocated rights by scheduled carriers;

(d) if so, the details thereof; and

(e) the extent to which the business of Indian Scheduled Carriers is likely to be increased thereafter?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) The Government has concluded Air Services Agreements with 109 countries with a view to promote international connectivity, and traffic rights form part of the Agreement in the attached Route Schedule.

(c) to (e) Utilization of traffic rights is monitored through a devised format and is reviewed from time to time.

[Translation]

Impact of Cancellation of 2G Licenses

351. SHRI ANANT KUMAR HEGDE:
SHRI TARACHAND BHAGORA:
SHRI SANJAY BHOI:
SHRI BHASKARRAO BAPURAO PATIL
KHATGAONKAR:
SHRI RAMESH BAIS:
SHRI HANSRAJ G. AHIR:
SHRI HARSH VARDHAN:
SHRI ANAND PRAKASH PARANJPE:
DR. MURLI MANOHAR JOSHI:
SHRIMATI BOTCHA JHANSI LAKSHMI:
SHRI EKNATH MAHADEO GAIKWAD:
SHRI RAKESH SINGH:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has assessed the likely impact of cancellation of 2G licences by the Supreme Court on telecom sector and the Foreign Direct Investment in the sector;

(b) if so, the details thereof and the corrective measures taken by the Government in this regard;

(c) whether some of the foreign companies have started winding up their services from the country;

(d) if so, the details thereof and the action taken/likely to be taken by the Government in this regard;

(e) whether top telecom chiefs approached the Government and highlighted the challenges being faced by the telecom sector;

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

(g) the action taken/proposed to be taken by the Government to address the challenges in the telecom sector?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) and (b) Foreign direct investment decisions are based on totality of commercial considerations and it would not be appropriate to discern a link between a judgment of the Hon'ble Supreme Court and FDI into India. For telecom services Foreign Direct Investment (FDI) upto 74% is already allowed out of which 49% is through automatic route.

(c) and (d) Consequent to Hon'ble Supreme Court Judgment dated 02-02-2012, M/s. Etisalat DB Telecom Private Limited, who has foreign equity participation in the company, has given notice to the Department of Telecommunications of its intention to shut down its telecommunications network by giving its subscribers 30 days notice. Another licensee M/s. S Tel Private Limited, who has also foreign equity participation, has stated that their network has been brought to a standstill.

The Government proposes to take action as per the Supreme Court's judgment and terms and conditions of the respective licences.

(e) to (g) The interaction with the industry representatives is an ongoing process and the officials of the Government are accessible to the Industry representatives and seek to redress their grievances, wherever permissible.

Medical Facilities to Employees

1352. SHRIMATI BHAVANA PATIL GAWALI:
SHRI GANESHRAO NAGORAO
DUDHGAONKAR:
SHRI NISHIKANT DUBEY:

Will the Minister of COAL be pleased to state:

(a) the details of various schemes for the benefit of coal workers implemented by Coal India Limited (CIL) and its subsidiaries in the country;

(b) the funds allocated by CIL and its subsidiaries under various schemes during each of the last two years and the current year, year-wise alongwith the utilization of funds, State-wise;

(c) whether medical facilities are also being provided to the employees and workers of CIL and its subsidiaries;

(d) if so, the details thereof alongwith the criteria and the details of employees and workers who have been given these facilities since 2004;

(e) whether CIL and all its subsidiaries are maintaining computerized database of the medical history of employees and workers;

(f) if so, the details thereof and the manner in which it is maintained; and

(g) if not, the reasons therefor and the steps taken/proposed to be taken by the Government to provide health facilities to these employees and workers?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) to (g) Information is being collected and will be laid on the table of the House.

[*English*]

Differently Abled Passengers in Flights

1353. SHRIMATI INGRID MCLEOD: S H R I
GANESHRAO NAGORAO DUDHGAONKAR:
SHRIMATI BHAVANA PATIL
GAWALI: SHRI PRABODH PANDA:
SHRI GUTHA SUKHENDER REDDY:
SHRI YASHVIR SINGH:
SHRI NEERAJ SHEKHAR:
SHRI BIBHU PRASAD TARAI:
SHRI M.B. RAJESH:
SHRI K. SUGUMAR:
SHRI GURUDAS DASGUPTA:
SHRIMATI BOTCHA JHANSI LAKSHMI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether incidents of ill-treatment meted out to some differently abled passengers by the private airlines have come to the notice of the Government recently;

(b) if so, the details thereof;

(c) whether the matter was enquired into by the Government/DGCA;

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

(e) whether most of the private airlines are not adhering to the rules and regulations prescribed for differently abled persons;

(f) if so, the action taken by the Government against such airlines alongwith the details of proper facilities for carrying the disabled persons at various airports; and

(g) the detailed guidelines in place for air passengers particularly differently abled persons and the steps taken to ensure their compliance by private airlines thereon?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) to (d) Three cases of harassment faced by physically challenged passengers were reported to the Director General of Civil Aviation (DGCA), two in the year 2011 and one in 2012. The details and Action Taken report on these cases are enclosed as Statement.

(e) to (g) DGCA has issued Civil Aviation Requirements (CAR) on "Carriage of Passenger by air with disability and/or with reduced mobility", which is being strictly adhered to by the airlines. The said CAR is available on DGCA website. Violation of the provisions of CAR is punishable under the Schedule VI of the Aircraft Rules, 1937.

Statement

On 10th May, 2011, Mrs. Mansuri Shabana and Master Mansuri Lukmaan (Child) were travelling alongwith an infant on Kingfisher Airlines flight on Ahmedabad-Mumbai-Goa sector. They were handed over to the crew on board operating the flight at Ahmedabad. At Mumbai, the ground staff met the passengers on arrival and boarded them on the connecting flight to Goa. On this flight the set of cabin crew realized that the blind passenger was accompanied by an infant and a child. The same was reported to the commander and the ground staff that this carriage was not permissible on safety grounds. The passenger later travelled by Spicejet flight.

The matter was taken up by Directorate General of Civil Aviation (DGCA) with airlines. Kingfisher Airlines has taken following corrective actions to avoid recurrence of

such incidents:

- (a) The crew and the concerned ground services staff at Ahmedabad have been issued warning letters and have been strongly briefed.
 - (b) A reiteration of the carriage policy for such travel has been circulated to all concerned.
2. Sh. Mohammed Asif Iqbal (Disabled from Eyes) faced harassment while travelling on Kingfisher Airlines flight IT 3571 on 30th May, 2011 at Patna airport. An indemnity bond was obtained from him.

Matter was taken up with Airlines by DGCA. As an immediate action, Kingfisher Airlines have terminated all staff involved, including the Airport Manager at Patna airport. In view of this, Kingfisher Airlines reiterated the guidelines to all airports indicating following:

- (a) A blind Guest who has no medical complications and is perfectly capable of taking care of his/her personal needs must be accepted on Kingfisher flights and is not required to sign an Indemnity form.
 - (b) Such a guest is allowed to travel alone and no companion/escort is required to travel along.
 - (c) Staff should treat such guest with special care and be sensitive to their needs.
 - (d) In the event of flight disruptions, staff should ensure that these guests are handled with priority.
3. Ms. Jeeja Ghosh, suffering from a cerebral palsy, was de-boarded from the Spicejet flight SG-803 at Kolkata on 19.2.2012. Matter was taken up with Spicejet who informed that when the passenger Ms. Jeeja Ghosh reported at the check-in counter for her boarding card, she did not declare herself to be a person with any disability or with reduced mobility. She was provided assistance to board the flight. As informed by Spicejet, while being seated, the cabin crew observed froth, saliva with traces of blood oozing out of Ms. Jeeja Ghosh's mouth with her hands folded in an abnormal manner and she was also not in position to respond to the Cabin Crew questions. Accordingly, the matter was reported to the Pilot-in-Command (PIC) and a decision was taken to de-board Ms. Jeeja Ghosh on account of her medical condition.

Matter was taken up by DGCA with the airlines. To avoid recurrence of such incidents, Spicejet has re-examined the responsibilities of the pilot-in-command with reference to the provisions of the applicable Civil Aviation Requirements and he is being counseled to display more empathy to deal with such situation in future. Spicejet has also informed that they are issuing necessary instructions to reinforce the existing procedures on handling of persons with disability.

In this regard, a meeting on the rights of passengers with disability and reduced mobility was held on 12.03.2012 under the Chairmanship of Joint Secretary, M/o Civil Aviation. It was decided that a Committee will be constituted under the chairmanship of JS, MoCA with representatives of stake holders as members to look into best practices in the world on the matter, latest UN/ICAO guidelines on dealing with air travel of persons with disabilities and give suggestion for appropriate modifications of the CAR concerned and for the improvement of designs of airline websites, accessories and facilities/infrastructure etc. especially meant to facilitate comfortable air travel for the persons with disabilities.

[Translation]

Fake Higher Educational Institutions

1354. SHRI RAJENDRA AGRAWAL:
SHRI VILAS MUTTEMWAR:
PROF. RANJAN PRASAD YADAV:
SHRI JAGDISH SHARMA:
SHRI BADRI RAM JAKHAR:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the University Grants Commission (UGC) and All India Council for Technical Education (AICTE) have unearthed a racket of fake universities and higher educational institutions/institutes across the country recently;

(b) if so, the details thereof alongwith the number of fake universities and educational institutions/institutes identified, State/Union Territory-wise;

(c) the details of the action taken against such institutions/institutes;

(d) the total number of students enrolled in each of the such universities, coursewise; and

(e) the steps taken/being taken by the Government

to protect and safeguard the students studying in these institutions?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) University Grants Commission (UGC) and All India Council of Technical Education (AICTE) have reported that they identify and notify the list of fake universities and unapproved institutions respectively in the country, from time to time. UGC has notified 21 fake universities and AICTE has notified 127 unapproved institutions. The details of these institutions are available on the UGC website: www.ugc.ac.in and AICTE website: www.aicte-india.org.

(c) UGC has reported that it has written to all the Chief Secretaries, Home Secretaries and Education Secretaries of all the states to check the menace of the fake universities and take necessary action against them. UGC has also addressed all the Education Secretaries in States and Union Territories to initiate a drive against institutions offering degrees without approval of competent authority like UGC, AICTE and Distance Education Council (DEC) in the States/Union Territories. UGC issues 'Public Notice', 'Press Release' and paid advertisements in press for awareness of general public/students in the leading daily newspapers at the beginning of academic session cautioning aspiring students not to seek admission in such institutions.

AICTE has reported that it has also issued letters to the unapproved institutions advising them to close down the operation of unapproved programmes and approach AICTE for seeking approval through the notified procedure. The State Governments concerned have also been informed to take necessary action against such institutions. AICTE publishes advertisements in the newspapers from time to time for public awareness.

(d) and (e) The UGC and AICTE have reported that in the public notices and advertisements issued from time to time, all students are advised/cautioned not to pursue higher education course with such self styled, unrecognized and unapproved institutions. Anyone dealing with such institutions for pursuing academic studies for degrees, shall be doing so at his/her own risk and responsibility. Details of number of students studying in these institutions are, therefore, not collected.

[English]

Jet Fuel

1355. SHRI PRALHAD JOSHI:
SHRI HEMANAND BISWAL:
SHRI VILAS MUTTEMWAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the country is surplus in jet fuel and have also been exporting the same to foreign airlines;

(b) if so, the cost difference in indigenous and imported oil;

(c) whether Aviation Turbine Fuel (ATF) prices in the country are highest in the world;

(d) if so, the details thereof and the prices of ATF during each of the last three years alongwith annual increase in prices; and

(e) the steps taken by the Government to ease the taxation burden on the aviation sector?

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) and (b) The information is being collected.

(c) and (d) The Aviation Turbine Fuel (ATF) prices in India is higher than in other countries. ATF prices in India and foreign countries (as on 09.3.2012) are as under:

Cities abroad	Cost of ATF (in Rs.)	Cities in India	Cost of ATF (in Rs.)
Sharjah	45574	Kolkata	72866
Bangkok	44168	Chennai	68765
Dubai	44384	Mumbai	65399
Singapore	43208	Delhi	63469

(1\$=50.1600 sources: Yahoo Finance)

Prices of ATF in four metropolitan cities in India since 1st January, 2009 are enclosed as Statement.

(e) The issue of reduction of VAT on ATF has been taken up with the State Governments. Govt. of Chhattisgarh has reduced the VAT on ATF to 4%. Govt. of Maharashtra has also reduced VAT on ATF to 4%, except flight originating from Mumbai and Pune. Government of Rajasthan has also reduced VAT on ATF to 4%, applicable with certain conditions.

Statement*ATF Rates for Domestic Operations*

	<i>Total (Rs./KI)</i>			
Month	Chennai	Mumbai	Delhi	Kolkata
1	2	3	4	5
01st Jan, 09	34007	31379	30457	38469
16th Jan, 09	35096	32448	31496	39511
01st Feb, 09	33781	31176	30288	38234
16th Feb, 09	32524	29985	29158	36989
1st Mar, 09	30317	27861	27106	34847
16th Mar, 09	30471	28023	27275	34996
1st Apr, 09	35307	30785	29926	37744
16th Apr, 09	35443	32855	31926	39801
1st May, 09	35094	32530	31615	39513
16th May, 09	35724	33139	32199	40122
01st June, 09	35821	33261	32303	40230
16th June, 09	38734	36117	35052	43039
01st July, 09	42524	39789	38559	46711
16th July, 09	40164	37475	36338	44411
1st Aug, 09	40789	38098	36923	45105
16th Aug, 09	42605	39830	38585	46819
1st Sep, 09	43191	40384	39118	47401
16th Sep, 09	41851	39099	37897	46102
1st Oct, 09	40957	38247	37085	45236
16th Oct, 09	38676	36050	34988	42998
1st Nov, 09	43493	40723	39474	47680
16th Nov, 09	44526	41710	40423	48681
1st Dec, 09	42748	39987	38768	46971
16th Dec, 09	42064	39310	38133	46308

ATF Rates for Domestic Operations

Month	Total (Rs./KI)			
	Chennai	Mumbai	Delhi (Palam)	Kolkata
1	2	3	4	5
1st Jan., 10	41393	38661	37497	45659
16th Jan., 10	44088	41286	40016	48284
1st Feb., 10	41659	38931	37756	45916
16th Feb., 10	40611	37917	36782	44915
1st Mar., 10	42036	39297	38107	46281
16th Mar., 10	43111	40311	39068	47337
1st Apr., 10	43862	40909	39641	48044
16th Apr, 10	45258	42290	40979	49384
1st May, 10	45585	42574	41252	49665
16th May, 10	45683	42682	41356	49760
1st June, 10	39706	39502	38304	47406
16th June, 10	40460	40219	38992	48137
1st July, 10	41843	41559	40289	49490
16th July, 10	40335	40111	38899	48023
1st Aug., 10	41543	41234	39977	49147
16th Aug., 10	42256	41938	40653	49824
1st Sep., 10	40398	40138	38938	48024
16th Sep., 10	41125	40842	39600	48728
1st Oct., 10	41013	40734	39529	48620
16th Oct., 10	42297	41992	40736	49864
1st Nov., 10	42627	42303	41076	50215
16th Nov., 10	43814	43467	42842	51365
1st Dec, 10	44498	44130	43479	52015
16th Dec, 10	46271	45834	45115	53746
1st Jan., 11	47276	46809	46055	54721
16th Jan., 11	48324	47796	47003	55749
1st Feb., 11	50698	50083	49198	58063
16th Feb., 11	52987	52288	51302	60282

1	2	3	4	5
1st Mar., 11	54998	54250	53172	62217
16th Mar., 11	58629	57781	56549	65765
1st April, 11	59624	58650	57396	66714
16th April, 11	60965	59949	58643	68013
1st, May, 11	61202	60179	58799	68244
16th May, 11	59359	58352	57032	66471
1st June, 11	56859	55917	54694	64063
16th June, 11	58339	57351	56071	65497
1st July, 11	56592	55714	54484	63779
16th July, 11	56622	55782	54562	63779
1st Aug, 11	58257	57378	56081	65405
16th Aug., 11	56995	56174	53101	64237
1st Sep., 11	56534	55728	52673	63791
16th Sep., 11	58056	57202	54102	65279
1st Oct., 11	59005	58109	54991	66199
16th Oct., 11	58628	57771	58684	65820
1st Nov., 11	61687	60734	57528	66770
16th Nov., 11	63000	61978	58723	70077
1st Dec., 11	65499	64400	61035	72513
16th Dec, 11	67815	64493	62612	71946
1st Jan., 12	67131	63816	61950	71238
16th Jan., 12	69058	65683	63755	73164
1st Feb., 12	66922	63627	61781	71080
16th Feb., 12	66559	63262	61430	70742
1st Mar., 12	68765	65399	63469	72866

Dividend by MTNL

1356. SHRI S. ALAGIRI:
SHRI ANJAN KUMAR M.YADAV:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government has not received any

dividend from Mahanagar Telephone Nigam Limited (MTNL) in the last two years i.e. 2009-2010 and 2010-2011;

(b) if so, the reasons therefor;

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

(d) whether the Government has fixed any responsibility in this regard; and

(e) if not, the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) Yes, Madam.

(b) MTNL has not earned any profit during 2009-10 and 2010-11. As per Ministry of Finance guidelines, all profit-making PSEs have to declare a minimum dividend on equity of 20% or a minimum dividend pay out of 20% of post-tax profits, whichever is higher. The minimum dividend pay out in respect of Oil, Petroleum, Chemical and other infrastructure sectors should be 30% of post-tax profits.

(c) to (e) Do not arise in view of (b) above.

Availability of Coal

1357. SHRI GURUDAS DASGUPTA:
SHRI P. LINGAM:

Will the Minister of COAL be pleased to state:

(a) whether Twelfth Five Year Plan has proposed a total power capacity addition of 76,000 MW which will require 842 million tonnes of coal by the end of the plan;

(b) if so, the details thereof; and

(c) the present availability of coal and the manner in which the Government proposes to meet the requirement of coal during the Twelfth Plan?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) and (b) The requirement of coal for power utilities for XII Plan period has been estimated on the basis of the demand of power forecast by the 17th Electric Power Survey (EPS) Report of Central Electricity Authority (CEA). The report predicts likely power demand Of 1392 Billion Units in 2016-17. If coal based thermal power plants continue to meet 70% of the power requirement of the Country, coal based generation would be around 974 Billion Units, for which requirement of coal would be around 682 Million Tonnes if specific coal consumption remains at 0.70 Kg/Unit.

(c) As per the revised estimate, the demand of coal in the Country in the terminal year (TY) of XI plan will be around 650 million tonnes against which indigenous availability would be around 545 million tonnes, leaving a gap of 105 million tonnes to be met through import. The

demand is projected to increase to 980.5 million tonnes in the TY of XII Plan against which indigenous availability is projected to be 715 million tonne. The availability may increase to 795 million tonnes at the maximum, subject to availability of requisite land for coal mining and all clearances in time. Therefore, the gap between the demand and indigenous availability is projected to be in the range of 185.5 million tonnes in the minimum to 265.5 million tonnes in the maximum. This gap is to be bridged by import of coal.

[Translation]

Village Public Telephones

1358. SHRI RAM SUNDAR DAS:
SHRI KAPIL MUNI KARWARIA:
SHRI BHUDEO CHOUDHARY:
SHRI AMBICA BANERJEE:
SHRIMATI JYOTI DHURVE:
SHRI GANESH SINGH:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the details of villages provided with Village Public Telephones (VPTs) in the country, State-wise including Bihar;

(b) the target fixed by the Government to cover all the villages with telephone connectivity including with VPTs and the target achieved in this regard so far;

(c) whether there has been any shortfall in achieving the target in providing telephone connectivity to Villages/ Village Panchayats;

(d) if so, the reasons therefor and the action taken by the Government in this regard also against the telecom operators who fails roll out its services in rural areas; and

(e) the steps taken by the Government to cover all the villages with VPTs or landline/mobile telephone connectivity, State-wise including Bihar and West Bengal and the funds earmarked for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) The details are given in the enclosed Statement-I.

(b) The Government has fixed a target to provide telephone connectivity to all the inhabited revenue villages of the country as per Census 2001 through provisioning of at least one Village Public Telephone (VPTs) in each of

these villages with financial support from USO Fund. As on 29.02.2012, 5,80,191 villages out of the 5,93,601 (i.e. 97.74%) inhabited revenue villages as per Census 2001 have been covered with Village Public Telephones (VPTs).

(c) and (d) There has been some delay in achieving the targets in some of the VPT schemes. The reasons are as under:

- (i) Remote and tough terrains
- (ii) Lack of backhaul connectivity.
- (iii) Difficulties in getting Right of Way (RoW) and other permissions from State Government Agencies.
- (iv) Law & order problems in some areas.
- (v) Natural hindrances e.g. floods, snow, heavy rain.

Penal action has been taken in the form of imposition of Liquidated Damage (LD) charges for such delays as per the provisions of the relevant agreement(s) signed with Infrastructure Providers (IPs)/ Universal Service Providers (USPs).

(e) The steps taken by the Government to cover all villages with VPTs or landline/mobile telephone connectivity are as under. State-wise achievements of these schemes are enclosed at Statement-I and Statement-II.

- (i) **VPTs in Uncovered Villages:** Agreements were signed with BSNL in November 2004 to Provide subsidy support for provision of VPTs in 62,302 nos. of uncovered villages in the country excluding those villages having population less than 100, those lying in deep forests and those affected with insurgency. The provision of VPTs in these villages has been included as one of activities under Bharat Nirman Programme. As on 29.02.2012, 62,063 i.e. 99.62% VPTs have been provided under this scheme. A subsidy of Rs. 220.81 crore has been disbursed till 31.01.2012 for this scheme by USOF.
- (ii) **VPTs in Newly Identified Villages of Census 2001:** Reconciliation of the VPTs working in the inhabited villages as per Census 2001 was carried out taking into account the existing VPT and those provided under Bharat Nirman. All the remaining 62,443 inhabited villages as on 01.10.2007 as per Census 2001 irrespective of criteria of population, remoteness, accessibility and law and order situations have been included for provision of VPTs with subsidy support from USO Fund under this scheme. Agreements in this regard were signed

with BSNL on 27.02.2009. As per the terms and conditions of the agreement the VPTs installed between the periods 01.10.2007 to 26.02.2009 are also eligible for subsidy support. As on 29.02.2012, 52,474 VPTs out of the 62,443 i.e. 84.04% VPTs have been provided under this scheme. A subsidy of Rs.78.75 crore has been disbursed till 31.01.2012 for this scheme by USOF.

- (iii) **Shared Mobile Infrastructure Scheme:** A scheme has been launched by USO Fund to provide subsidy support for setting up and managing 7,353 infrastructure sites/towers in 500 districts spread over 27 states for provision of mobile services in the specified rural and remote areas, where there was no existing fixed wireless or mobile coverage. Villages or cluster of villages having population of 2000 or more and not having mobile coverage were taken into consideration for installation of the tower under this scheme. The agreements effective from 01.06.2007 were signed with the successful bidders in May, 2007. A subsidy of Rs. 211.84 crore has been disbursed till 31.12.2011 for this scheme by USOF.

As on 29.02.2012, 7,300 towers i.e. about 99.28% have been set up under this scheme. The infrastructure so created is being shared by three service providers for provision of mobile services. As on 29.02.2012, 15,879 BTSs (Base Transceiver Stations) have been commissioned by Service Providers and mobile services are being provided.

Statement-I

State-wise numbers of VPTs provisioned as on 29.02.2012

Name of the State	No. of inhabited revenue villages as per Census 2001	No. of VPTs provided
1	2	3
Andaman and Nicobar	501	350
Andhra Pradesh	26613	24846
Assam	25124	24353
Bihar	39032	38932
Jharkhand	29354	28807

1	2	3	1	2	3
Gujarat	18159	18062	Manipur (NE-II)	2315	2143
Haryana	6764	6678	Nagaland (NE-II)	1278	1263
Himachal Pradesh	17495	17406	Odisha	47529	44858
Jammu and Kashmir	6417	6363	Punjab	12301	12065
Karnataka	27481	27449	Rajasthan	39753	39410
Kerala	1372	1372	Tamil Nadu (TN Circle)	13837	13837
Madhya Pradesh	52117	51986	Chennai Metro	1655	1655
Chhattisgarh	19744	18172	Uttar Pradesh	97942	97750
Maharashtra	41442	40622	Uttarakhand	15761	15365
Meghalaya (NE-I)	5782	4969	West Bengal (WB Circle)	37062	36174
Mizoram (NE-I)	707	704	Kolkata Metro	893	567
Tripura (NE-I)	858	858	Sikkim (WB Circle)	450	429
Arunachal Pradesh (NE-II)	3863	2746	Grand total	5,93,601	5,80,191

Statement-II*State-wise Status of Mobile Tower sites and BTSs installed under USOF Scheme of Shared Mobile Infrastructure*

Sl. No.	Name of State	Total no. of sites (Towers) to be commissioned	Total no. of sites commissioned as on 29.02.2012	Remaining sites	Total no. of BTSs commissioned as on 29.02.2012
1	2	3	4	5	6
1.	Andhra Pradesh	596	596	0	1544
2.	Arunachal Pradesh	67	64	3	65
3.	Assam	87	87	0	261
4.	Bihar	453	453	0	795
5.	Chhattisgarh	553	553	0	1089
6.	Gujarat	59	59	0	163
7.	Haryana	12	12	0	36
8.	Himachal Pradesh	258	258	0	471
9.	Jammu and Kashmir	81	81	0	171
10.	Jharkhand	273	273	0	406

1	2	3	4	5	6
11. Karnataka		381	381	0	1036
12. Kerala		46	42	4	125
13. Madhya Pradesh		933	933	0	2122
14. Maharashtra		956	956	0	1954
15. Manipur		98	62	36	53
16. Meghalaya		107	107	0	231
17. Mizoram		43	37	6	57
18. Nagaland		51	48	3	18
19. Odisha		434	434	0	621
20. Punjab		14	14	0	42
21. Rajasthan		403	403	0	1020
22. Sikkim		6	6	0	11
23. Tamil Nadu		327	327	0	887
24. Tripura		115	115	0	195
25. Uttar akhand		184	184	0	342
26. Uttar Pradesh		653	652	1	1753
27. West Bengal		163	163	0	411
Total		7,353	7,300	53	15,879

Note: Three BTSs are to be commissioned at each tower site

[English]

Mushrooming of Foreign Universities in India

1359. SHRI SUSHIL KUMAR SINGH:
SHRI KHAGEN DAS:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether with the mushrooming of foreign universities, there has been surplus seats in various Indian universities;

(b) if so, whether due to less number of candidates, these universities are unable to maintain their infrastructure costs and thus are on the verge of closure;

(c) if so, the reasons for allowing foreign universities to operate from residential areas and small houses without

infrastructural buildings etc. unlike Indian universities which are allowed to operate only when they have sufficient infrastructure;

(d) the details of such universities being operated from residential areas in Delhi;

(e) whether the Government is initiating any enquiry to find out the nexus between the Government officials and these foreign universities in allowing them to operate in India without proper infrastructure, buildings;

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

(g) the action taken by the Government to remove these universities from residential areas and relocate them at par with Indian universities?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) In the absence of a Central law for regulating the entry and operations of foreign universities, no authentic information about foreign universities operating in collaboration is available. However, National University of Educational Planning and Administration (NUEPA), a Deemed to be University had conducted a study in 2004, but the study was based on secondary sources and hence the information cannot be treated as fully reliable. The study identified 143 Indian institutions and 161 Foreign Education Providers engaged in collaboration.

(c) As per Section 2 (f) of the University Grants Commission (UGC) Act, 1956, "University" means a University established or incorporated by or under a Central Act, a Provincial Act or a State Act, and includes any such institution as may, in consultation with the University concerned, be recognised by the Commission in accordance with the regulations made in this behalf under this Act. As is clear from this section, no foreign university can be permitted to operate in India, unless it falls under the definition of the university. No foreign university has been granted status of deemed to be university under Section 3 of the UGC Act.

(d) to (f) In view of (c) above, do not arise.

(g) A legislative proposal, namely, The Foreign Educational Institutions (Regulation of Entry and Operations) Bill, 2010 has been introduced in Parliament on 3.5.2010. The proposed law seeks to put in place a mechanism to facilitate the entry and regulation of reputed foreign educational institutions, while preventing the entry of those of dubious quality. At present, only All India Council for Technical Education (AICTE) has formulated "Regulations for Entry and Operation of Foreign Universities/Institutions Imparting Technical Education in India". The AICTE also issues a list of unapproved institutions, which are offering technical programme without approval of the Council. The list of such institutions can be seen at <http://www.aicte-india.org/misunapprovedinstitutions.htm>

Delivery of Money Order

1360. SHRI NILESH NARAYAN RANE:
SHRI JAGDANAND SINGH:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) the number of users of money order service during the last three years and the current year;

(b) the number of complaints received for non-delivery of money order during the last three years and the current year;

(c) whether enquiries has been conducted and responsibilities fixed in this regard;

(d) if so, the details thereof; and

(e) the corrective measures taken by the Government to upgrade the money order delivery system and also ensuring delivery of money orders?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI SACHIN PILOT): (a) Madam, the number of users of money order service during the last three years and the current year is furnished below:

Financial year	Number of users
2008-2009	8,66,93,496
2009-2010	8,13,46,230
2010-2011	5,77,14,174
2011-2012 (up to January -2012)	5,68,54,367

(b) The number of complaints received for non-delivery of Money Order during the last three year; and the current year is furnished below:

Financial year	Number of users
2008-2009	1,90,666
2009-2010	1,77,360
2010-2011	1,64,980
2011-2012 (up to June-2011)	41,754

(c) Yes, Madam. Enquiries are conducted in all cases of complaints and action is taken depending on the nature of the shortcomings/faults.

(d) During the last three years 172 officials were found guilty for which punishment has been imposed as per rules.

(e) To upgrade the money order delivery system and to ensure timely delivery of money order, the department has introduced Electronic Money Order across the country.

Atomic Energy Generation

1361. SHRI RAMSINH RATHWA:
SHRI JAI PRAKASH AGARWAL:
SHRI ARUN YADAV:
SHRI A.T. NANA PATIL:
SHRI P. KUMAR:

Will the PRIME MINISTER be pleased to state:

(a) the details of targets fixed for atomic energy generation in the country during the current Five Year Plan, year-wise and plant-wise;

(b) whether the target has been achieved by each of the plants;

(c) if so, the details thereof;

(d) if not, the reasons therefor and the details of atomic energy generated and funds spent thereon during the above mentioned period, plant-wise and year-wise;

(e) whether the Government has fixed any target for atomic energy generation during the Twelfth Five Year Plan;

(f) if so, the details thereof, year-wise and plant-wise and the fund requirement for the purpose;

(g) the steps taken/proposed to be taken by the Government to achieve the target and increase atomic energy generation in the country; and

(h) the details of the share of the Centre/State/Private Sector in generation of electricity from the nuclear power plants?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) to (d) The details of target fixed and actual generation from nuclear power in the current five year plan plant wise and year wise in Million Units (MUs) is as under:

Station	2007-08		2008-09		2009-10		2010-11		201		-12Total	
	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual upto Feb 2012	Target	Actual upto Feb 2012
TAPS-1 to 4	5215	7339	8723	6309	8723	7991	8723	9122	8723	9106	40108	39867
RAPS-2 to 4	3538	2669	4042	2459	4042	3370	4485	5091	4485	4894	20592	18481
RAPS-5 & 6	846	0	2264	0	3084	304	3084	2813	3084	3390	12361	6508
MAPS-1 & 2	2292	1749	2640	1518	2640	2046	2640	2239	2640	2279	12853	9831
NAPS-1 & 2	1173	674	1802	740	2462	818	2640	1886	2640	1752	10717	5871
KAPS-1 & 2	2198	2030	1320	1213	1802	1068	2462	1446	2640	3455	10422	9213
KGS-1 & 2	2195	2085	2640	2236	2640	2122	2640	2247	2640	2400	12756	11090
KGS-3 & 4	1228	410	2462	453	2640	1112	2640	1629	2640	2319	11611	5923
KK-1 & 2	-	-	-	-	4380	-	11388	-	14016	-	29784	-
PFBR	-	-	-	-	-	-	-	-	2190	-	2190	-
Total	18685	16956	25894	14927	32413	18831	40703	26473	45699	29596	163395	106783

The availability of imported fuel from fruition of international cooperation for reactors to be placed under International Atomic Energy Agency (IAEA) safeguards as per the Separation Plan and an improvement in domestic uranium supplies was factored in at the time of formulation of XI Five Year plan. However, the fruition of international

cooperation came about only towards end of 2008 and the imported fuel was available from 2009 onwards. The improvement in domestic fuel also came about only from 2009-10 onwards. Thus the fuel supply continued to be constrained during first three years of the XI plan. This led to operation of nuclear power plants at lower power level

matching the availability of the fuel. Thus, the shortfall in generation in respect of TAPS 3 & 4, MAPS 1 & 2, and KGS 1 & 2 have been due to non availability of indigenous fuel in the required quantities. The construction of Kaiga-4 (220 Q MW) and RAPP 5 & 6 (2X220 MW) was completed as per schedule, however these reactors could not be brought into commercial operation due to fuel constraints. Similarly NAPS-2 and KAPS-1 had to wait for fuel for over a year after completion of Renovation & Modernization.

In respect of Kudankulam Nuclear Power Plant (KKNP 1&2), being set up in technical cooperation with Russian Federation, there has been a delay in the completion of the project because of delay in sequential receipt of equipment and components from the Russian Federation and the current protests resulting in halting of work since October 2011. There has been a delay in commissioning of the Prototype Fast Breeder Reactor (PFBR). The PFBR being first of its kind reactor involving complex and

advanced technologies, specialized procedures and special materials, development of exacting standards equipment and unforeseen developments during manufacturing took additional time. Thus, there has been no generation from KK 1 & 2 and PFBR during the XI Five Year Plan.

Considering the fuel constraint, the XI Five Year Plan generation target of 163,395 MUs was reduced to 124,608 MUs at MTA stage. The expected generation in XI Five Year Plan is 109,000 MUs. The expenditure involved in generation, essentially comprising Operation and Maintenance (O&M) and fuel costs is met from the revenue account of NPCIL.

(e) Yes, Madam.

(f) The details of generation target set for the XII Plan. Plant-wise & year wise are as follows.

Station	Capacity (MW)	2012-13	2013-14	2014-15	2015-16	2016-17	XII Plan Total
1	2	3	4	5	6	7	8
Stations with indigenous fuel							
MAPS-1 & 2	440	2698	2891	3084	3084	3084	14839
NAPS-1 & 2	440	2698	2891	To be under IAEA safeguards			5589
KGS-1 & 2	440	2698	2891	3084	3084	3084	14839
KGS-3 & 4	440	2698	2891	3084	3084	3084	14839
TAPS-3 & 4	1080	6007	7096	7569	7569	8185	36424
KAPS-3 & 4	1400	Under construction				4200	4200
RAPS-7 & 8	1400					2100	2100
Sub Total	5640	16799	18659	16819	16819	23736	92832
Stations under IAEA safeguards							
TAPS-1 & 2	320	2383	2383	2383	2383	2383	11914
RAPS-2 to 6	1080	8042	8042	8042	8042	8042	40208
KAPS-1 & 2	440	3276	3276	3276	3276	3276	16381
NAPS-1 & 2	440	With indigenous fuel		3276	3276	3276	9829
KK-1 & 2	2000	7501*	13808	14892	14892	14892	65985
Sub Total	4280	21201	27509	31869	31869	31869	144317

1	2	3	4	5	6	7	8
NPCIL Total	9920	38000	46167	48688	48688	55605	237149
PFBR/ Bhavini	500	Under construction & commissioning			2190	2409	4599
Total	9980	38000	46167	48688	50878	58014	241748

* Note: currently work at KKNPP is stopped due to agitation by a section of the local people. The generation projected in the XII plan, particularly in the year 2012-13 will depend on normalization of the situation.

The expenditure for setting up of new Nuclear Power Stations will be met from the internal accruals and external borrowings by NPCIL and equity participation by other PSUs in energy sector.

(g) The Government is making efforts to augment fuel supplies by opening new mines and setting up processing facilities to meet the targets in respect of reactors fuelled by indigenous fuel. Fuel supply contracts have also been concluded with other countries for import of fuel for nuclear power reactors under IAEA safeguards. These reactors have been operating in the current year at full power level, achieving about 96% Capacity Factor. The Government is also making efforts to ensure timely completion of projects to ensure that the plants start generation as per approved schedules.

(h) All nuclear power plants in the country are in the central sector.

CMS to Tap Telephonic Conversations

1362. SHRI DUSHYANT SINGH:
SHRI M.B. RAJESH:
SHRI SURESH KUMAR SHETKAR:
SHRI PARTAP SINGH BAJWA:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government proposes to set up a Central Monitoring System (CMS) to tap telephonic conversations without the interference of service providers;

(b) if so, the details thereof;

(c) whether the system is developed indigenously or any foreign assistance is sought in this regard;

(d) if so, the details thereof;

(e) the funds allocated and spent on the project and the time by which the system is likely to be operational; and

(f) the safeguards put in place to prevent the misuse of intercepted communication and ensure individual privacy?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) and (b) Madam, Government has decided to set up a Centralized Monitoring System (CMS) for lawful interception which will enable the electronic provisioning of the targets across all the Telecom Service Providers in the country.

(c) and d) The system has been designed and developed indigenously.

(e) An amount of Rs. 400.00 Crores (Four hundred Crores only) has been allocated by the Government for the CMS and an expenditure of Rs. 2.06 Crores (Two Crores and six lakhs only) has been incurred so far. The project has three phases with a time line of 13-14 months each. The project is likely to be completed by August, 2014.

(f) The Lawful interception and monitoring of the communications is governed by the provisions of section 5(2) of the Indian Telegraph Act, 1885 and guided by Rule 419A of Indian Telegraph (Amendment) Rule, 2007; and section 69, 69A, 69B and 70B of Information Technology (Amendment) Act, 2010. The unlawful interception is a punishable offence under section 26 of Indian Telegraph Act 1885 where one shall be punished with imprisonment for a term which may extend to three years, or with fine or with both.

[Translation]

Hacking of Mobile Phones

1363. SHRI KAMAL KISHOR "COMMANDO":
SHRI MANIKRAO HODLYA GAVIT:

Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the mobile phone particularly the GSM Mobile Services are vulnerable to hacking and unauthorised calls/SMS can be sent from individual mobile number;

(b) if so, the details thereof;

(c) whether the Government has also received complaints from mobile customers for receiving international calls and thereafter their mobile balance has been deducted/ they receive bills for the calls they have not made;

(d) if so, the details thereof; and

(e) the steps taken by the Government on both the above aspects?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) and (b) Madam, Mobile phones, particularly Smart phones, are vulnerable to certain malware/virus/botnet, which are capable of stealing data, sending unauthorised SMS and making unauthorised calls from such phones.

(c) and (d) A few complaints have been reported regarding receiving of International calls, deduction of balance and receiving of bills for the calls not made by the users.

(e) Government has been regularly issuing alerts / advisories regarding vulnerabilities and malwan affecting mobile phones. Awareness Short Messages Services(SMS) alerts were also initiated by Telecom Service Providers.

Siyang River

1364. SHRI HARI MANJHI:
SHRI RADHA MOHAN SINGH:
SHRI JAI PRAKASH AGARWAL:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the river Siyang in China originating from Tibet has almost dried up in Arunachal Pradesh due to sudden depleting water level;

(b) if so, the details thereof;

(c) whether China has diverted the water of said river towards its territory which resulted into the receding water level;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) to (e) The Ministry of Water Resources (MoWR), Government of India clarified that changes in river flows are a natural phenomenon dependent on various hydro-meteorological and climatological factors. There has been neither any abnormal rise nor fall in water flow of River Siyang. India has raised trans-border river issues with the Chinese side on many occasions and at the highest level. During his visit to India in December, 2010, the Chinese Premier conveyed that China's development of upstream areas of Brahmaputra will never harm downstream interests. Government has ascertained that construction activity on Brahmaputra River at Zangmu on the Chinese side is a run-of-the-river hydro-electric project which will not adversely impact the downstream areas in India.

Lignite Based Power Plants

1365. SHRI ARJUNRAM MEGHWAL: Will the Minister of COAL be pleased to state:

(a) the details of lignite based power plants in operation in the country, location-wise;

(b) the details of capacity of each plant and the power generated by each of them, location-wise during the last three years and the current year;

(c) whether there is wide range of fluctuation in power generation vis-a-vis total capacity of each plant;

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

(e) whether lignite supplied to the power plants is being sold out, especially in Barsingsar plant in Rajasthan; and

(f) if so, the details thereof and the quantum of coal sold out during the last three years and the current year?

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI PRATIK PATIL): (a) and (b) The details of lignite based power stations/plants along with location, their capacity, power generation vis-a-vis generation target during last three years and current year i.e. 2011-12 (upto Feb. 12) is given in the enclosed Statement.

(c) and (d) Yes, Madam. There is wide fluctuation in power generation vis-a-vis total capacity of various lignite based plants in the country, which is basically due to quality of fuel and forced outages of plants. However,

there is no fluctuation in power generated by the Lignite based Power stations operated by Neyveli Lignite Corporation (NLC).

(e) and (f) No, Madam. However, left out meager quantity, after fully meeting the Lignite requirement for the Lignite based Power Plants is being sold out to other industries at Neyveli by the NLC. As far as Barsingar Thermal Power Project at Rajasthan is concerned, it is

intimated that though, mining of lignite started in January, 2010, both the power generation units were commissioned only by January, 2012, with a delay of 31 months due to delay in plant commissioning by M/s. BHEL. As the lignite excavated could not be stored for a long time being a safety hazard, due to its inflammatory nature, the entire production in intervening period was sold to other industries at Rajasthan, purely as a temporary measure, as per details given below:

(Figures in Lakh Tonnes)

Lignite Sales (LT)	2008-09	2009-10	2010-11	2011-12 (till Feb., 2012)
Barsingar Mines, Rajasthan	0.380	0.911	0.536	2.19

Statement-I

Plant-wise power generation by Lignite based power plant during last three years and current year 2011-12 (upto Feb., 12)

Sl. No.	State	Sector	Name of the Station	Capacity (MW)	2008-09			2009-10			2010-11			2011-12 (upto Feb., 12)		
					Prog-gram (MU)	Act. Gene-ration (MU)	Achi-eve-ment (%)	Prog-gram (MU)	Act. Gene-ration (MU)	Achi-eve-ment (%)	Prog-gram (MU)	Act. Gene-ration (MU)	Achi-eve-ment (%)	Prog-gram (MU)	Act. Gene-ration (MU)	Achi-eve-ment (%)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	Raja- sthan	Central	Baras- ingsar**	250				2			265			1042	473	45
2		State	Giral TPS	250	871	463	53	1125	665	59	1425	597	42	900	418	46
3		Pvt.	Jalipa Kapurdi	540	0	0		1582	223	14	1720	961	56	1232	1375	112
			Rajasthan Total	1040	871	463	53	3027	890	29	3872	1823	47	3174	2262	71
4	Guj- arat	State	Akrimota LIG	250	1314	1106	84	1368	1394	102	1568	1171	75	1289	783	61
5			Kutch Lig. TPS	290	1845	1273	69	1744	1209	69	1660	1376	83	1443	1361	94
6		Pvt.	Surat Lig. TPS	500	2080	1747	84	2037	1827	90	2482	2635	106	2837	2670	94
			Gujarat Total	1040	5239	4126	79	5149	4430	86	5710	5182	91	5569	4814	86
7	Tamil Nadu	Central	Neyveli (Ext) TPS	420	2840	3126	110	2760	2981	108	2944	2996	102	2662	2733	103

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
8			Neyveli TPS-I	600	3784	3577	95	3707	4115	111	3784	3879	103	3448	3594	104
9			Neyveli TPS-II	1470	9658	9063	94	9658	10560	109	9658	10740	111	8741	10046	115
11	Pvt.		Neyveli TPS(Z)	250	1809	1778	98	1809	1793	99	1809	1797	99	1721	1681	98
			Tamil Nadu Total	2740	18091	17544	97	17934	19449	108	18195	19411	107	16845	18055	107
			Total	4820	24201	22134	91	25790	24769	96	27050	26417	98	25315	25131	99

* Provisional

** Units commissioned in Jan., 2012.

*[English]***Funds Through PPP Model**

1366. SHRI M. VENUGOPALA REDDY: Will the PRIME MINISTER be pleased to state:

(a) whether the Government has proposed to mobilize funds through the Public Private Partnership model for development of infrastructure projects in the country;

(b) if so the details thereof;

(c) whether the said model has failed to achieve its objectives in social sector schemes;

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

(e) the amount of investment made under the PPP model in infrastructure, education, health and drinking water supply schemes till January, 2012 in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) Yes, Madam.

(b) The Eleventh Five Year Plan has projected an

investment of Rs. 20,56,150 crore over the Plan period (2007-12) in electricity (including non-conventional electricity), roads and bridges, telecommunications, railways (including mass rapid transit system), irrigation (including watershed), water supply and sanitation, ports (including inland waterways), airports, storage and oil & gas pipelines sectors. During Mid-Term Appraisal of the Plan, these projections were revised to Rs. 20,54,205 crore and it is expected that about 36 per cent of this investment would be contributed by the private sector.

(c) and (d) Investments in social sectors primarily fall within the domain of the State Governments. Some initiatives have been taken in various States to attract private investment in health and education sector. Since the subject is new, various models are being developed to attract private investment in the health and education sectors and it will take some time for the system to evolve. The Central Government has decided to set-up 2500 Model Schools under Public-Private Partnership mode to supplement the efforts of State Governments.

(e) The sector-wise Eleventh Plan investment projections and anticipated investment as per Mid-Term Appraisal of the Eleventh Plan in the first three years of the Plan are given below:

*Projected and anticipated achievements of Investment in Infrastructure in
first three years (2007-10) of the Eleventh Plan*

(Rs. crore at 2006-07 prices)

Sectors	Projected investment	Anticipated investment
Electricity (including non-conventional electricity)	3,09,887	3,54,185
Roads and Bridges	1,65,811	1,45,487
Telecommunication	1,18,102	1,48,401
Railways (including mass rapid transit system)	1,24,714	1,13,107
Irrigation (including watershed)	1,10,602	1,32,740
Water Supply & Sanitation	69,402	60,990
Ports (including inland waterways)	44,605	20,413
Airports	16,632	21,526
Storage	12,321	3,856
Oil & Gas Pipelines	9,043*	65,124
Total	9,81,118	10,65,828

* Projection pertains to gas pipelines only. Investments in education under the scheme to set up 2500 model schools under PPP mode is expected during the Twelfth Plan period.

AI Losses

1367. SHRI SURESH KUMAR SHETKAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a demand from many quarters that the Government should stop putting money in Air India as the cash strapped carrier was destined to make losses; and

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

THE MINISTER OF CIVIL AVIATION (SHRI AJIT SINGH): (a) No, Madam.

(b) Does not arise.

[English]

Appointment of Urdu Teachers

1368. SHRI BADRI RAM JAKHAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government proposes to appoint Urdu Teachers in schools having more than 25 per cent Urdu speaking students under the new 15-point programme of the Prime Minister;

(b) if so, the details thereof;

(c) the number of such schools identified and teachers appointed so far, State-wise;

(d) the number of proposals received from various in this regard during the current year; and

(e) the action taken proposed to be taken on the said proposals?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (c) Under the Centrally Sponsored "Scheme of Financial Assistance for Appointment of Urdu Teachers and Grant of Honorarium for Teaching Urdu in States/UTs", financial assistance is provided for appointment of Urdu Teachers and for payment of honorarium to the existing teachers for teaching Urdu in schools located in any locality where more than 25 per cent of the population is from Urdu speaking community. The identification of schools and appointment of teachers is done by the States in conformity with the scheme.

(d) and (e) During the current year proposals from Government of Punjab and Assam have been received. They have been requested to furnish proposals in conformity with the scheme.

*[English]***US F1 & H1B Visas**

1369. SHRI K. SUDHAKARAN:
SHRI R. DHARUVANARAYANA:
SHRI PONNAM PRABHAKAR:
SHRIMATI SHRUTI CHOUDHRY:
SHRI SOMEN MITRA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the H1B work visas have increased during the current year;

(b) if so, the details thereof;

(c) whether the United States has discriminated against Indians in granting professional visas and granted less number of L-1 visas to Indians;

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

(e) whether US has proposed to change F-1 and H-1B visas to simplify the process; and

(f) if so, the details thereof and the manner in which the Indian professionals are likely to be benefitted as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) and (b) According to the Press Release issued by the United States Embassy in New Delhi on 25 October, 2011, the issuances of H-1B visa in India increased by 24% in US fiscal 2011 (ending on September 30, 2011), with 67,195 H-1B visas issued in 2011 in comparison to 54,111 visas issued in US fiscal 2010. The total include visas issued to individual professionals from different fields, Indian IT companies and India-based U.S. companies. According to NASSCOM, Indian IT companies account for about 25-30% of total H1B visas issued in India.

(c) and (d) According to the study by the National Foundation for American Policy of November 2011, the L-1 visas issued by the U.S. to Indians declined by 28% in U.S. fiscal 2011, while L1 visas issued globally (except India) increased by 15%. The United States issued 25,898 L-1 visas to Indians in 2011 while 35, 896 L-1 visas were issued in 2010.

(e) The Government is not aware of any U.S. proposal to simplify the process for F-1 and H-1B visas.

(f) Does not arise.

Transfer Policy in KVs

1370. SHRIMATI ASHWAMEDH DEVI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether frequent changes in transfer policy of Kendriya Vidyalayas (KVs) is adversely affecting the teachers and staff specially women employees;

(b) if so, whether KVs have transferred women teachers in violation of Government of India's instructions regarding posting of husband and wife at the same station;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) No, Madam. The transfer policy which was effective from 14.03.2006 remained in force upto 31.03.2011 and the existing transfer policy is in force from 01.04.2011. However, some amendments have been made keeping the interest of the employees and need of organisation in mind.

(b) to (d) No, Madam. As per instructions issued by Government, husband and wife are to be posted at the same place as far as possible and Kendriya Vidyalaya Sangathan (KVS) is following the same policy. All women teachers are given 10 additional points and employees whose spouse is working in KVS are given 15 additional points while considering transfers.

Public Services through Mobile Telephony

1371. SHRI NAVEEN JINDAL: Will the Minister of COMMUNICATIONS AND INFORMATION TECHNOLOGY be pleased to state:

(a) whether the Government plans to utilise the mobile telephony platform to deliver public service to the citizens;

(b) if so, the details thereof alongwith the set of services proposed to be delivered through this platform; and

(c) the time by which these services are likely to be made available to the public?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): (a) Yes, Madam.

(b) To enable and expedite the utilization of the mobile telephony platform to deliver public services to citizens, Department of Electronics & Information Technology (DEIT), Ministry of Communications & Information Technology (MC&IT), Government of India, has notified the Framework for Mobile Governance in The Gazette of India Weekly, Issue No. 8, February 25 - March 2, 2012, Part I - Section I.

To ensure the adoption and implementation of the Framework for Mobile Governance, DEIT, Government of India, has undertaken the creation of the Mobile Service Delivery Gateway (MSDG). MSDG is the core infrastructure proposed to be developed and used as a shared infrastructure by Central and State Government Departments and Agencies for delivering public services through mobile devices. MSDG will serve as the channel between the citizen and the participating Government Department or Agency. DIT will provide the necessary guidance and assistance to all Government Departments and Agencies to deploy their services through MSDG for mobile Governance. DIT will also provide the necessary integration support to help Government Departments adopt mobile Governance for delivery of public services.

(c) As per a part of MSDG, the SMS Gateway has already been launched and can be readily deployed by Government Departments and Agencies for delivery of public services. The MSDG, with all its functionalities, is expected to be developed by March, 2013.

Setting up of Fuel Complexes

1372. SHRI R. DHUVANARAYANA: Will the PRIME MINISTER be pleased to state:

(a) whether three more nuclear fuel complexes are being set up in the country; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): (a) and (b) Nuclear Fuel Complex (NFC), a Constituent Unit of the Department of Atomic Energy, is making preparations to set up one new Nuclear Fuel Complex only, at Kota, Rajasthan.

[Translation]

Hiring of Professionals in Education Sector

1373. DR. KIRODI LAL MEENA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is hiring professionals in some areas in education sector;

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

(c) the extent by which the Government make use of professionals working in the universities and colleges to achieve more percentage in the education for the people like Scheduled Castes/Scheduled Tribes in each State?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) The Consultants/ professionals are engaged on contractual basis in Technical Support Group to extend technical support to Sarva Shiksha Abhiyan (SSA)/Right of Children to Free and Compulsory Education Act, 2009 (RTE) and also National Literacy Mission Authority (NLMA) in implementation and monitoring of Saakshar Bharat. Central Government has constituted the National Advisory Council (NAC) for advising the Government for the implementation of the RTE Act, 2009 in an effective manner. The NAC has further constituted six Task Forces on different areas namely Child Entitlements, Teacher- Recruitment, Deployment, Education and Development, Curriculum and Pedagogy, Community Mobilization and Public Awareness, Research and Evaluation and Equity and inclusion, of School Education for which professionals/consultants/experts on education from outside Government have been included.

(c) Data is not centrally maintained.

Irregularities in Entrance Examinations for Engineering Colleges

1374. SHRI ANJANKUMAR M. YADAV:
SHRI YASHBANT LAGURI:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of complaints received by the Government to irregularities committed in the entrance examination for the Engineering Colleges during the last three years;

(b) the details of action taken against persons/

colleges found guilty based on the complaints received during the aforesaid period, State-wise;

(c) the details of the outcome thereof; and

(d) the reaction of the Government with regard thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) During the year 2009 and 2010, no complaint had been received regarding irregularities in the entrance examinations for admission to engineering colleges under the purview of the Ministry of Human Resource Development. However, in the year 2011, instances of irregularities were reported from one Centre at Bhatinda in Punjab during the Joint Entrance Examination (JEE) -2011 and leakage of one set of question paper during the All India Engineering Entrance Examination (AIEEE) - 2011.

(b) to (d) The inquiry conducted in case of JEE revealed, *inter-alia*, that unfair help and assistance was provided by one of the Invigilators to one candidate in particular during the first session of the examination. The candidate in question has been permanently debarred from appearing in any of the examinations conducted by the JEE, GATE, JMET, CEED, etc., and the concerned College has been black-listed for conducting any such examination in future. The delinquent invigilators have also been permanently debarred from participating any activity under the aegis of any of the NTs. The representatives of IIT - Roorkee, who were detailed for ensuring smooth conduct of the examination at the said Centre, have also been barred for five years.

An Enquiry Committee was constituted in case of AIEEE by the Competent Authority and the final report revealed, *inter-alia*, that the question paper was leaked from the Printing Press. The Printing Press has been debarred for all future assignments by the Central Board of Secondary Examinations (CBSE) and no payment has been made to the Press. An FIR has also been filed by the CBSE and the matter is presently subjudiced in the High Court of Lucknow.

[*English*]

Foreign University in India

1375. SHRI K. SUGUMAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has prepared an

amended version of the Foreign Universities Bill that will allow reputed foreign universities to India and at the same time, address the issues of regional disparity;

(b) if so, the details thereof;

(c) whether foreign universities will be allowed to conduct certificate and diploma courses besides the degree courses; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) and (b) Yes Madam. The Foreign Educational Institutions (Regulation of Entry and Operations) Bill, 2010 was introduced in Lok Sabha on 3rd May, 2010. The Department related Parliamentary Standing Committee has examined the Bill. Based on the recommendations of the PSC, certain amendments have been proposed in the original Bill. The amended bill *inter alia*, proposes that the University Grants Commission, while making recommendations to the Central Government, shall examine the feasibility of foreign educational institutions in the backward areas.

(c) and (d) Yes Madam. The Bill provides for foreign educational providers to award both degrees and diplomas or any other equivalent qualification, other than in the distance mode, at undergraduate, post-graduate or post doctoral levels. Foreign educational institutions, and foreign educational providers notified under the provisions of the Bill, can also impart education leading to award of certificates.

Oil Exploration in South China Sea

1376. SHRI S.S. RAMASUBBU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India and China are under dispute over oil exploration projects in South China Sea off the cost of Vietnam;

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

(c) the estimated loss to the country as a result of the dispute;

(d) whether any steps were taken to find an amicable settlement over the project;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRIMATI PRENEET KAUR): (a) to (f) Sovereignty over areas of the South China Sea is disputed between many countries in the region. India is not a party to this dispute. As two developing countries with growing energy needs, India and Vietnam have been cooperating in the oil and gas industry to enhance their energy security. China, which is a party to the South China Sea dispute, has raised its concerns on India's hydrocarbon exploration and exploitation projects in the South China Sea off the coast of Vietnam. Government has clearly conveyed that such activity by Indian companies is purely commercial in nature and that sovereignty issues must be resolved peacefully by the countries which are parties to the dispute in accordance with international law and practice.

Know India Programme

1377. SHRI PONNAM PRABHAKAR: Will the Minister of OVERSEAS INDIAN AFFAIRS be pleased to state:

(a) whether the students of eleven countries visited Indira Gandhi National Open Universities (IGNOU) under the "Know India Programme";

(b) if so, the details thereof and the steps being taken to attract more number of students to make this programme successful especially in Andhra Pradesh; and

(c) the fund allocated and spent so far for this programme?

THE MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRI VAYALAR RAVI): (a) and (b) Yes Madam. During the 19th Know India Programme (KIP) held from 21.12.2011 to 10.01.2012, thirty seven overseas youths of Indian origin from 10 countries including Mauritius, Malaysia, Myanmar, New Zealand, South Africa, Suriname, Trinidad and Tobago, Kenya, Israel and Australia visited IGNOU, Delhi on 30.12.2011 and met the Vice Chancellor. There was a detailed presentation by the Vice Chancellor on different dimensions of distance education and the diverse activities and overseas presence of IGNOU followed by an Interactive session with KIP participants.

Know India Programme is organized with the objective of familiarizing Indian Diaspora youth with the developments made by the country and bringing them close to the land of their ancestors. The participants are

also taken to a partner state in India to see different dimensions of Indian life and the progress made by the country in various fields e.g. economic, industrial, education, science and technology, communication and information technology and culture. Since inception, 19 states have served as partner states for KIP and the state of Andhra Pradesh have already been covered twice as a partner state. Know India Programme is a highly successful programme run by the Ministry and it attracts a large number of overseas youths to participate in it. Wide publicity is given to this programme through Indian Missions/Posts abroad as well as through the local media to enable overseas Indian youths to apply for the same. Nearly 600 overseas youths have participated in this programme so far.

(c) The fund allocation for KIP during the last three years is stated below:

2009-10 – Rs. 125 lakh

2010-11 – Rs. 144 lakh

2011-12 – Rs. 160 lakh

Nearly Rs. 3,26,78,370/- (Rupees Three Crore Twenty Six Lakh Seventy Eight Thousand Three Hundred and Seventy) has been spent between 2009 and 2012 (up to January, 2012).

CBSE Streams

1378. SHRI BISHNU PADA RAY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any demand made by the Member of Parliament to A & N Islands dated 28/2/2012 for opening CBSE Streams such as Science, Computer, Commerce in the GSSS (Telugu Medium) Haddo, Port Blair in A & N Islands as were introduced in GSSS (Mohanpura, Model, Bhatubasti etc. in A & N Islands);

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) Yes Madam.

(b) and (c) Commerce stream is already available in GSSS Haddo (Telugu Medium). However, introduction of Science and Computer Science streams is presently not under consideration due to lack of appropriate teaching and infrastructure facilities.

Social and Economic Change

1379. SHRI M. SREENIVASULL REDDY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is encouraging students to strive for social and economic change particularly in rural areas;

(b) if so, the details thereof and the steps taken in this direction;

(c) the details of the funds allocated and spent during the last three years and the current year, State-wise and year-wise;

(d) the details of lessons incorporated, State-wise and class-wise; and

(e) the time by which such proposal will be considered and implemented in consultation with all the States, especially in Andhra Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): (a) to (e) The NPE-1986 provides the mandate to periodically review the school curriculum framework in view of changes taking place at the social, economic and other levels. In the year 2005, the NCERT has brought out the National Curriculum Framework-2005 through a wide-ranging process of discussion and deliberations across the country. This framework includes inter alia the ability to work towards and contribute to economic processes and social change.

In consonance of the NCF-2005, the syllabi and textbooks developed by the NCERT provide children across the stages to not only understand the social and other processes but also to question them critically for

example, the social sciences at the secondary stage comprising of History, Geography, Sociology, Political Science and Economics focus on Contemporary India and provide learner opportunities for deeper understanding of social and economic challenges facing the nation.

Majority of states/UTs have either adapted/adopted NCERT's syllabi and textbooks or have developed their own syllabi and textbooks.

The amount allocated/spent on education during the last three years and current year is as under:

<i>(Rs. in crores)</i>				
Item	2008-09	2009-10	2010-11	2011-12
Allocation	38,709	44,532	49,908	52,060
Expenditure	35,186	40,279	51,881	Financial year is yet to close

National Service Scheme (NSS), a centrally sponsored scheme, aims at developing character and personality of student youth in colleges, volunteers undertake awareness programmes, awareness camps and take out rallies on socially relevant issues like anti-dowry, female feticide/infanticide, creation of durable assets in adopted villages etc. NSS activities/programmes, viz, "Regular Activities and "Special Camping Programmes" undertake general orientation work in their adopted villages/slums in the field of disaster management, environmental concerns, literacy, health and rural reconstruction. Allocation of budget to a State is made on the basis of number of NSS volunteers assigned for that State. The detail of release of funds under NSS to all States and UTs for the last three years and the current year are given in the enclosed Statement. The release of funds to Andhra Pradesh under NSS has been Rs. 4.3 Crores in 2008-09, Rs. 6.92 Crores in 2009-10, Rs. 6.77 Crores in 2010-11 and Rs. 4.03 Crores in 2011-12 so far.

Statement

Release of funds under National Service Scheme (NSS) during last three years and current year, State-wise

(Rs. in crore)

Sl. No.	State /UT	2008-09	2009-10	2010-11	2011-12
1	2	3	4	5	6
1.	Andhra Pradesh	4.3	6.92	6.77	4.03

1	2	3	4	5	6
2.	Arunachal Pradesh	0.14	0.20	0.18	0.18
3.	Assam	0	0.81	0	0.96
4.	Bihar	1.03	1.03	1.19	0.58
5.	Chhattisgarh	0.97	1.64	1.89	1.32
6.	Goa	0.52	0.53	0.6	0.35
7.	Gujarat	2.91	2.91	4.46	1.92
8.	Haryana	1.43	1.90	2.19	1.15
9.	Himachal Pradesh	1.72	2.15	1.49	1.14
10.	Jammu and Kashmir	0	0.99	0	0.57
11.	Jharkhand	0	0	0	0.57
12.	Karnataka	3.68	4.77	3.32	3.33
13.	Kerala	2.84	2.84	3.67	1.97
14.	Madhya Pradesh	2.38	2.38	2.74	1.71
15.	Maharashtra	5.26	5.61	8.04	3.83
16.	Manipur	0.42	0	0	0.43
17.	Meghalaya	0.49	0.49	0.59	0.50
18.	Mizoram	0.61	0.69	0.82	0.62
19.	Nagaland	0.19	0.21	0.25	0.19
20.	Odisha	1.45	1.79	1.67	1.27
21.	Punjab	2.05	2.03	3.12	1.62
22.	Rajasthan	2.58	3.18	3.65	2.33
23.	Sikkim	0.28	0.38	0.33	0.33
24.	Tamil Nadu	6.27	5.69	9.27	4.25
25.	Tripura	0.61	0.69	0.82	0.62
26.	Uttar Pradesh	8.54	5.53	5.53	2.64
27.	Uttarakhand	1.68	1.68	1.20	0.85
28.	West Bengal	1.69	1.69	2.02	1.05
29.	Andaman and Nicobar Islands	0.03	0.03	0.05	0.05

1	2	3	4	5	6
30. Chandigarh		0.31	0.31	0.47	0.47
31. Dadra and Nagar Haveli		0.02	0.02	0.04	0.04
32. Daman and Diu		0.05	0.03	0.05	0.05
33. Lakshdweep		0.03	0.03	0.05	0.05
34. Puducherry		0.22	0.12	0.39	0.33
35. Delhi		0.57	0	0	0
Total		55.27	59.27	66.86	41.30

Policy on Public Private Partnership

1380. SHRI HARIBHAU JAWALE: Will the PRIME MINISTER be pleased to state:

(a) whether there is a proposal to reconsider the policy regarding fixing the partnership of private sector with other sectors for the development of the country in future; and

(b) if so, the reaction of the Government thereto and the amount of dividend prescribed by the Government in private sector as a result of their partnership?

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): (a) The Approach Paper to the Twelfth Five Year Plan recognizes that Government must continue the thrust on accelerating the pace of investment in infrastructure, as this is critical for sustaining and accelerating growth. Public investment in infrastructure will have to bear a large part of the infrastructure needs in backward and remote areas to improve connectivity and expend the much needed public services. Since resource constraints will continue to limit public investment in infrastructure in other areas, PPP-based development needs to be encouraged wherever feasible.

(b) During the Eleventh Five Year Plan it is expended that about 36 per cent of the investment in infrastructure sector would be made by the private sector. The targets for the Twelfth Five Year Plan are under formulation.

11.05 hrs.

MADAM SPEAKER: The House stands adjourned to meet again at 12.00 noon.

*The Lok Sabha then adjourned till
Twelve of the Clock.*

12.00 hrs.

*The Lok Sabha re-assembled at Twelve of the
Clock.*

(MADAM SPEAKER in the Chair)

PAPERS LAID ON THE TABLE

[English]

MADAM SPEAKER: Now, Papers to be laid. Shri Paban Singh Ghatowar

THE MINISTER OF STATE OF THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PABAN SINGH GHATOWAR): I beg to lay on the Table a copy each of the following papers (Hindi and English versions):—

- (1) Detailed Demands for Grants of the Ministry of Development of North Eastern Region for the year 2012-2013.
- (2) Detailed Demands for Grants of the Ministry of Parliamentary Affairs for the year 2012-2013.

[Placed in Library. See No. L.T. 6207/15/12]

THE MINISTER OF STATE IN THE MINISTRY OF

HUMAN RESOURCE DEVELOPMENT (SHRIMATI D. PURANDESWARI): I beg to lay on the Table:—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology, Warangal, for the year 2010-2011, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology, Warangal, for the year 2010-2011.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 6208/15/12]

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Visvesvaraya National Institute of Technology, Nagpur, for the year 2010-2011, alongwith Audited Accounts,

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Visvesvaraya National Institute of Technology, Nagpur, for the year 2010-2011.

(4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above

[Placed in Library. See No. L.T. 6209/15/12]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology, Jamshedpur, for the year 2009-2010, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology, Jamshedpur, for the year 2009-2010.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. See No. L.T. 6210/15/12]

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Dr. B. R. Ambedkar National Institute of Technology, Jalandhar, for the year 2010-2011, alongwith Audited Accounts,

(ii) A copy of the Review (Hindi and English

versions) by the Government of the working of the Dr. B. R. Ambedkar National Institute of Technology, Jalandhar, for the year 2010-2011.

(8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See No. L.T. 6211/15/12]

(9) A copy of the Annual Accounts (Hindi and English versions) of the Banaras Hindu University, Varanasi, for the year 2010-2011, together with Audit Report thereon.

(10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library. See No. L.T. 6212/15/12]

(11) A copy of the Annual Accounts (Hindi and English versions) of the Rajiv Gandhi University, Itanagar, for the year 2009-2010, together with Audit Report thereon.

(12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

[Placed in Library. See No. L.T. 6213/15/12]

(13) (i) A copy of the Annual Report (Hindi and English versions) of the Babasaheb Bhimrao Ambedkar University, Lucknow, for the year 2010-2011.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Babasaheb Bhimrao Ambedkar University, Lucknow, for the year 2010-2011, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Babasaheb Bhimrao Ambedkar University, Lucknow, for the year 2010-2011.

(14) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.

[Placed in Library. See No. L.T. 6214/15/12]

(15) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Karnataka, Surathkal, for the year 2010-2011, alongwith Audited Accounts,

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Karnataka, Surathkal, for the year 2010-2011.
- (16) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.
[Placed in Library. See No. L.T. 6215/15/12]
- (17) (i) A copy of the Annual Report (Hindi and English versions) of the Malaviya National Institute of Technology, Jaipur, for the year 2010-2011, alongwith Audited Accounts,
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Malaviya National Institute of Technology, Jaipur, for the year 2010-2011.
- (18) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (17) above.
[Placed in Library. See No. L.T. 6216/15/12]
- (19) A copy of the Annual Accounts (Hindi and English versions) of the Indira Gandhi National Open University, New Delhi, for the year 2010-2011, together with Audit Report thereon.
- (20) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (19) above.
[Placed in Library. See No. L.T. 6217/15/12]
- (21) (i) A copy of the Annual Report (Hindi and English versions) of the Odisha Primary Education Programme Authority, Bhubaneswar, for the year 2008-2009, alongwith Audited Accounts.
(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Odisha Primary Education Programme Authority, Bhubaneswar, for the year 2008-2009.
- (22) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (21) above.
[Placed in Library. See No. L.T. 6218/15/12]
- (23) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology, Indore, for the year 2010-2011, together with Audit Report thereon.
- (24) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (23) above.
[Placed in Library. See No. L.T. 6219/15/12]
- (25) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Durgapur, Durgapur, for the year 2010-2011.
(ii) A copy of the Annual Accounts (Hindi and English versions) of the National Institute of Technology Durgapur, Durgapur, for the year 2010-2011, together with Audit Report thereon.
(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Durgapur, Durgapur, for the year 2010-2011.
- (26) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (25) above.
[Placed in Library. See No. L.T. 6220/15/12]
- (27) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Rourkela, Rourkela, for the year 2010-2011, alongwith Audited Accounts.
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Rourkela, Rourkela, for the year 2010-2011.
- (28) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (27) above.
[Placed in Library. See No. L.T. 6221/15/12]
- (29) (i) A copy of the Annual Report (Hindi and English versions) of the Sardar Vallabhbhai National Institute of Technology, Surat, for the year 2010-2011.
(ii) A copy of the Annual Accounts (Hindi and English versions) of the Sardar Vallabhbhai National Institute of Technology, Surat, for the year 2010-2011, together with Audit Report thereon.
(iii) A copy of the Review (Hindi and English

versions) by the Government of the working of the Sardar Vallabhbhai National Institute of Technology, Surat, for the year 2010-2011.

- (30) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (29) above.

[Placed in Library. See No. L.T. 6222/15/12]

- (31) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Srinagar, Hazaratbal, for the year 2010-2011, alongwith Audited Accounts,

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Srinagar, Hazaratbal, for the year 2010-2011.

- (32) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (31) above.

[Placed in Library. See No. L.T. 6223/15/12]

- (33) (i) A copy of the Annual Report (Hindi and English versions) of the Kendriya Hindi Shikshan Mandal, Agra, for the year 2009-2010.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Kendriya Hindi Shikshan Mandal, Agra, for the year 2009-2010, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Kendriya Hindi Shikshan Mandal, Agra, for the year 2009-2010.

- (34) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (33) above.

[Placed in Library. See No. L.T. 6224/15/12]

- (35) (i) A copy of the Annual Report (Hindi and English versions) of the Sarva Shiksha Abhiyan State Education Mission Authority of Meghalaya, Shillong, for the year 2009-2010, alongwith Audited Accounts,

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Sarva Shiksha Abhiyan State Education Mission Authority of Meghalaya, Shillong, for the year 2009-2010.

- (36) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (35) above.

[Placed in Library. See No. L.T. 6225/15/12]

- (37) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Information Technology, Design and Manufacturing, Kancheepuram, for the year 2010-2011, alongwith Audited Accounts.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Indian Institute of Information Technology, Design and Manufacturing, Kancheepuram, for the year 2010-2011.

- (38) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (37) above.

[Placed in Library. See No. L.T. 6226/15/12]

- (39) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Guwahati, Guwahati, for the year 2010-2011, together with Audit Report thereon.

- (40) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (39) above.

[Placed in Library. See No. L.T. 6227/15/12]

- (41) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology, Hyderabad, for the year 2010-2011, together with Audit Report thereon.

- (42) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (41) above.

[Placed in Library. See No. L.T. 6228/15/12]

MADAM SPEAKER: Dr. Ashwani Kumar - not present.

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): I beg to lay on the Table:—

- (1) A copy each of the following papers (Hindi and English versions) under section (1) of Section 619A of the Companies Act, 1956:—

(i) Review by the Government of the working of the

Bharat Sanchar Nigam Limited, New Delhi, for the year 2010-2011.

- (ii) Annual Report of the Bharat Sanchar Nigam Limited, New Delhi, for the year 2010-2011, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 6230/15/12]

12.02 hrs.

COMMITTEE ON PRIVATE MEMBER'S BILLS AND RESOLUTIONS

23rd Report

[Translation]

SHRI KARIA MUNDA (Khunti): Madam, I beg to present the Twenty-Third Report (Hindi and English versions) of the Committee on Private Member's Bills and Resolutions.

12.02 ¼ hrs.

COMMITTEE ON SUBORDINATE LEGISLATION

* 23rd and 24th Reports

[English]

SHRI P. KARUNAKARAN (Kasargod): I beg to present the Twenty-third and Twenty-fourth Reports (Hindi and English versions) of the Committee on Subordinate Legislation.

12.02 ½ hrs.

STANDING COMMITTEE ON FINANCE

50th Report

[English]

SHRI YASHWANT SINHA (Hazaribagh): I beg to present the Fiftieth Report on 'the Narcotic Drugs and Psychotropic Substances (Amendment) Bill, 2011' (Hindi

and English versions) of the Standing Committee on Finance (2011-12).

12.03 hrs.

STANDING COMMITTEE ON SOCIAL JUSTICE AND EMPOWERMENT

19th to 22nd Reports

[English]

DR. MANDA JAGANNATH (Nagarkurnool): I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Social Justice and Empowerment (2011-2012):

- (1) Nineteenth Report on Action taken by the Government on the observations/recommendations contained in the Eleventh Report on the subject "Scholarship Schemes for SCs/OBCs" pertaining to the Ministry of Social Justice and Empowerment.
- (2) Twentieth Report on Action taken by the Government on the observations/recommendations contained in the Seventeenth Report on Demands for Grants (2011-12) of the Ministry of Minority Affairs.
- (3) Twenty-first Report on Action taken by the Government on the observations/recommendations contained in the Sixteenth Report on Demands for Grants (2011-12) of the Ministry of Tribal Affairs.
- (4) Twenty-second Report on Action taken by the Government on the observations/recommendations contained in the Fifteenth Report on Demands for Grants (2011-12) of the Ministry of Social Justice and Empowerment.

12.03 ¼ hrs.

STANDING COMMITTEE ON SCIENCE AND TECHNOLOGY, ENVIRONMENT AND FORESTS

221st Report

[English]

SHRI FRANCISCO COSME SARDLNHA (South Goa): I beg to lay on the Table the Two Hundred Twenty First Report (Hindi and English versions) of the Standing Committee on Science & Technology, Environment & Forests on The Nuclear Safety Regulatory Authority Bill, 2011.

12.03 ½ hrs.

STATEMENT BY MINISTER

Status of Implementation of the Recommendations Contained in the 21st Report of the Standing Committee on Information Technology on Demands for Grants (2011-12), Pertaining to the Department of the Telecommunications, Ministry of Communications and Technology**[English]*

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (SHRI MILIND DEORA): Madam, In pursuance of the Direction 73 (A) of the hon. Speaker of Lok Sabha, I would like to lay a detailed Action Taken Report on the recommendations of Report No. 21 of the Standing Committee on Information Technology pertaining to the Department of Telecommunications on the Table of the House, without taking the valuable time of the House.

12.04 hrs.

MATTERS UNDER RULE 377 *

[English]

MADAM SPEAKER: Hon. Members, the Matters under Rule 377 shall be laid on the Table of the House. Members, who have been permitted to raise matters under Rule 377 today and are desirous of laying them, may personally hand over slips at the Table of the House within 20 minutes.

Only those matters shall be treated as laid for which slips have been received at the Table within the stipulated time and the rest will be treated as lapsed.

- (i) **Need to set up Computerized reserved and unreserved rail ticket counters at Bichhia and Mihinpurwa railway stations under North Eastern Railways**

[Translation]

SHRI KAMAL KISHOR 'COMMANDO' (Baharaich): A request was made for introducing Unreserved Ticketing System (UTS) and Passenger Reservation System (PRS) at Bichhia and Mihinpurwa railway stations on Gonda-

* Laid on the Table and also placed in Library See No. L.T. 6231/15/12

*Treated as laid on the Table.

Bahraich-Nanapara-Mailani railway route under Lucknow Division of the North Eastern Railways, Gorakhpur. Both the stations are important as a large number of people travel through this route daily. Train is one of the easiest mode of transport for visiting these places since it becomes more difficult to travel through a dense forest. The passengers face a lot of difficulties in getting tickets due to heavy rush and after miss their train. Hence, it is very necessary to introduce Unreserved Ticketing System and Passenger Reservation system at both the stations for the facility of the passengers.

Therefore, I urge upon the Government to set up computerized passenger reservation system at Bichhia and Mihinpurwa railway stations at the earliest in public interest.

- (ii) **Need to amend the Wildlife Protection Act, 1972 in order to protect the interests of people residing adjacent to forest areas**

[English]

SHRI ANTO ANTONY (Pathanamathitta): I take this opportunity to invite your notice to the fate of people who reside at the adjacent areas of forests. They are always under threat of reptile and mammal attacks that ranges from snakes, elephants to monkeys. The Parliament passed Wildlife (Protection) Act in 1972. Amendments have been made to update this Act to cope with the challenges in times. After the amendment of Wildlife Protection Act in 2002, the condition of people residing adjacent to forests became miserable. Amendment of Section 51 of the Principal Act enhanced the period of imprisonment to minimum three years and it can be extended to seven years. During the period of imprisonment, the convicted will not be granted bail. These new clauses compel people abstain from employing self-protective measures in case of animal attacks. This makes a feeling of insecurity among them. I request the Government to further amend the Wildlife (Protection) Act so that the life and properties of the people residing adjacent to forests will be protected.

- (iii) **Need to enact a law in Parliament to set up an Institution at the State level and for monitoring proper allocation and utilisation of Social Component Plan and Tribal Sub Plan funds**

DR. MANDA JAGANNATH (Nagarkurnool): The Analysis of Union Budget using statements 21 and 21A and the Detailed Demands for Grants (DDGs) reveal

several gaps in the implementation for SCP and TSP guidelines.

According to those analysis in the Eleventh Plan period 2007-12, Rs. 65, 189.34 cr and Rs. 44,479.11 cr. has been derived to Scheduled Castes and Scheduled Tribes respectively. The total plan budget for the XIth Five Year Plan-(Minus transfer to States and Union Territories) was Rs. 12, 19, 023 crore. Of this, 16.2 per cent or Rs. 197481.7 crore was due as per SCP guidelines but allocation for only Rs. 13,22,922 crore was made. Similarly, Rs. 99,959.89 crore was due for TSP but allocation was Rs. 55,480.78 crore only. These analysis clearly indicate that consistently allocations under SCP and TSP were far short of the policy decision of SCP and TSP.

Reports of XIth Five Year Plan Planning Commission Approach Paper on Empowerment of Scheduled Castes, 2007 and 2011 and also various reports of Standing Committee on Social Justice and Empowerment and other Studies show that the funds under SCP and TSP apart from shortfall of allocations, the allocated funds are also either underutilized or diverted to some other schemes depriving SCs and STs of their due share of funds and development as there is no proper institutional mechanism for planning, monitoring and evaluation of these funds which had resulted in poor implementation of the schemes.

I request the Government of India that a law be enacted in Parliament for well-designed and dedicated Institutional set up at the State level, for proper allocation of SCP and TSP funds by the Departments as per the SCP and TSP guidelines and taking into consideration the development needs of SCs and STs with provision to stringent action against the erring States like non-clearance of Annual State Plan by Planning Commission unless the State Governments and UTs implement SCP and TSP in letter and spirit.

(iv) Need to upgrade the Clinical Research Unit in the Edathala Grama Panchayat, Aluva, Kerala to a full-fledged Unit

SHRI K. P. DHANAPALAN (Chalaky): I humbly invite the attention of the Government that the Standing Finance Committee of Central Council for Research in Unani Medicine (CCRUM) had recommended to upgrade the Clinical Research Unit in the Edathala Grama Panchayat, Aluva, Kerala to a full-fledged unit, keeping in view a large number of patients and the acceptability of Unani system in the State. During last year, the officers of the Council had visited the Unit in this regard and held

meetings with the Grama Panchayath authorities. Grama Panchayath passed a resolution expressing their willingness in providing one acres (100 cents) of Panchayath owned land free of cost to the Unit for constructing additional buildings. Panchayath has also identified three sites at three different areas for this and it is for the CCRUM to finalize and start the work.

I appeal to the Government to sanction necessary funds to the concerned department and direct the concerned authorities to initiate the work at the earliest so that the Unit is upgraded and can provide hygienic accommodation and quality treatment at the Unani Clinical Research Unit in Edathala, Aluva, Kerala.

(v) Need to sanction funds for renovation of Mundrothuruthu Railway Station, augment railway services and passenger amenities in Mavelikkara Parliamentary Constituency, Kerala

SHRI KODIKKUNNIL SURESH (Mavelikkara): I would like to draw the kind attention of the Union Government towards lack of development in the Mundrothuruthu island Gram Panchayat of Kollam district in Kerala. This Gram Panchayat belongs to my Parliamentary constituency Mavelikkara in Kerala. Mundrothuruthu is inhabited by about 25,000 people and is located at the confluence of the famous Ashtamudi Lake and Kallada River.

Road connectivity of this island to main land is very poor and people of this island depend upon trains only to reach the mainland. Hospitals, District Administration, good schools and colleges are situated in the main land. Inadequacy of basic facilities like drinking water, sanitation, electricity and road transport facilities are hampering the progress and development of the residents there.

There is a Railway Station in Mundrothuruthu which is the halt station. The poor passengers of Mundrothuruthu are not getting adequate train facilities. The Railway Station building is in a dilapidated condition. The Railway Administration has been neglecting this Railway Station. No fund is allocated for shelter, extension of the platform and other passenger amenities. The Mundrothuruthu railway station do not fully benefit the people as long distance trains do not stop here. Years back, there was a long distance train i.e. Malabar Express which used to stop here but it was discontinued due to unknown reasons. There is a demand from the commuters to reinstate the halt of this train. If it is not possible for any reasons, the stoppage of Maveli Express may be provided at this Station for the benefits of the people of Mundrothuruthu. The

Railway Station is one of the most accident prone stations. There was a serious train accident, the infamous Peruman train accident when the Bangalore-Kanyakumari Island Express derailed on the Peruman bridge over Ashtamudi river and fell into the river. Hundreds of passengers lost their lives in this tragic accident. This station should be given a special status.

In this situation, I would like the Railway Minister and the Union Government to sanction adequate fund for the renovation of this Railway Station Building, extension of the platform and passenger amenities. This Railway Station should be converted into a signal station or crossing station.

(vi) Need to streamline mid-day meal scheme in Government Schools in Hoshiarpur Parliamentary Constituency, Punjab

[Translation]

SHRIMATI SANTOSH CHOWDHARY (Hoshiarpur): The mid-day meal scheme which is being run by the Government in around 1800 Government Schools in my Parliamentary Constituency, Hoshiarpur (Punjab) and which was launched for the students of the poor families is likely to be discontinued. The students, teachers and the mid-day meal workers are worried for the last 4-5 months as neither the students are getting meal due to non-availability of ration nor the mid-day meal workers are getting their salaries and allowances. The Punjab Government owes Rs. 2 crore to the middlemen (in district Hoshiarpur only) for supplying foodgrains and around Rs. 1 crore 14 lakh is outstanding against the Government to be paid to the mid-day meal workers. The Government had introduced this scheme keeping in view the education and health of children belonging to the poor families in which the Central Government contributes 75% and the State Government contributes 25% of funds. I urge upon the hon. Minister to ascertain the irregularities being committed in implementation of the mid-day meal scheme in the state, besides, the scheme may once again be implemented in Hoshiarpur immediately.

(vii) Need to set up a Zonal Office of State Bank of India at Silchar, Assam

[English]

SHRI KABINDRA PURKAYASTHA (Silchar): The demand for opening a Zonal Office of the State Bank of India at Silchar, Assam, covering the Regional Offices of Agartala, Aizawl and Silchar has gained momentum. A

cross section of people and representative of different Trade Union, Merchant Associations as well as the customers of the SBI made strong demand for this.

The Regional Offices of Agartala, Aizawl and Silchar are facing a lot of problems in the absence of a Zonal Office here. At present, Agartala and Aizawl Regional Offices are tagged with Shillong Zonal Office and Silchar Regional Office is tagged with Guwahati Zonal office. Both Shillong and Guwahati Zonal Office are far away from their respective Regional Offices because of the difficult terrain of the Jaintia Range and horrible roadways from Silchar to Shillong and Guwahati. All means of communication for Silchar, Agartala and Aizawl are risky and time consuming.

It needs no mention that the Regional Offices have to move their Zonal Offices for disposal of customers' needs, both in terms of technology upgradation and financial sanction. Several representations were made to the SBI authority for opening a Zonal Office at Silchar but unfortunately ignoring all those demands a Zonal office was opened at Jorhat in upper Assam.

Silchar being the second largest town of Assam and also being at the center of both Agartala and Aizawl, the area demands a Zonal Office at Silchar covering the three Regional Offices of SBI and catering to the needs of about one crore population and around 300 branches of the SBI.

I therefore, urge upon the Government to set up a Zonal Office of the SBI at Silchar immediately.

(viii) Need to strengthen and elevate embankments of Sikarhana-Burhi-Gandak river in Bihar to prevent annual floods in the region

[Translation]

SHRIMATI RAMA DEVI (Sheohar): Under Rule 377, I would like to tell the Government that the condition of embankments of Sikarhana-Burhi-Gandak rivers in east Champaran district under my Parliamentary Constituency, Sheohar is extremely pitiable which is posing a threat to the embankments of Madhuban-Chiraiya-Dhaka-Pakdridayal. No desired action has been taken despite the fact that the Ganga Flood Control Commission is fully aware of its condition. After seeing its pitiable condition, it seems that the work of elevation and strengthening of the said embankments has not been carried out for years as a result of which flood occurs every year in Sikarhana river due to overflowing rivers originating from Nepal during the monsoon season causing damage to crops cultivated in lakhs of hectares of land and throwing the lives of a large

population out of gear. If left and right embankments on the stretch of 143 kms of Sikarhana - Burhi - Gandak river is elevated and strengthened, then irrigation facility can be provided to lakhs of hectares of agricultural land located in Chanpatiya-Sugauli-Lalbageya-Chirou-Dhaka - Madhuban-Pakiidayal-Kataiya-Semra-Motipur, which fall under West Champaran, East Champaran and Muzaffarpur districts and thus the agricultural production capacity will increase several fold and it will also provide relief to the people from devastation caused by floods.

Hence, I urge upon the Government that the work of elevation and strengthening of the said embankments may be earned out at the earliest in public interest.

(ix) Need to issue 'No Objection Certificate' for land use of Bokaro Thermal Plant and Chandrapara Power Plant in Giridih Parliamentary Constituency, Jharkhand

SHRI RAVINDRA KUMAR PANDEY (Giridih): 'No-objection Certificate' is not being issued by the Damodar Valley Corporation for land use for setting up the projects of the Central Government as well as the State Governments. The entire development work has been disrupted in Bokaro Thermal Plant and Chandrapara power plant region in my Parliamentary Constituency.

Hence, I request the Government to issue necessary instructions for issuing 'No Objection Certificate' without any delay in public interest.

(x) Need to impress upon Government of Delhi to extend benefit of reservation in government services and educational institutions to OBC candidates having OBC certificates issued by other State Governments

[*Translation*]

SHRI TUFANI SAROJ (Machhlishahr): I would like to draw the attention of the Government towards the State Government of Delhi which is not giving recognition to OBC certificates issued by other State Governments. The Delhi Government has issued orders that it will not grant recognition to OBC certificates issued by other State Governments. It means that the candidates of Uttar Pradesh, Haryana, Madhya Pradesh, Uttarakhand, Punjab etc. can neither apply for jobs in Delhi Government nor get admission in the colleges of Delhi under reserved quota fixed for them. This order of the Delhi Government does not only contravene traditional practices but also goes against the spirit of the Indian Constitution. By issuing this

order of not granting recognition to OBC certificates issued by other State Governments, the Delhi Government has not only deprived OBC candidates from securing Government jobs but also deprived them of admission in educational institutions. I fail to understand as to how and on what basis a candidate belonging to other state can obtain OBC certificate from the Delhi Government? On the contrary, other states give recognition to OBC certificate issued by the Delhi Government. Generally, two kinds of certificates are issued by the states, one for applying in State Government jobs and the other for the Central Government jobs. Hence, I would like to ask that when the Union Government is granting recognition to the OBC certificates issued by the States for the purpose of jobs then why the State Government of Delhi is not doing so?

Therefore, I request the Government to issue instructions to the Delhi Government to revoke this order so that the candidates belonging to other backward classes can also apply for jobs in Delhi Government and get admission in universities and colleges of Delhi.

(xi) Need to allocate adequate power to Uttar Pradesh from Central Power Projects

SHRI BHISMA SHANKAR ALIAS KUSHAL TIWARI (Sant Kabir Nagar): The Central Government establishments in Uttar Pradesh like the NTPC and the NPCIL have total installed power generating capacity of 8,753 Mega Watts, however, only 38% power has been allocated to Uttar Pradesh from these projects. Necessary arrangements for land and water for these projects were made by Uttar Pradesh at the time of setting up of the NTPC project whereas it was not getting the facility of land and water in other states. Uttar Pradesh is facing shortage of power. Several requests have been made to the Prime Minister by the former Chief Minister of the state in regard to increasing the share of power allocation from the central projects, however, the Government banks upon Gadgil formula for determining the share of states in central projects.

A demand is being made by the State Government of Uttar Pradesh to allocate power on the basis of population, however, Uttar Pradesh is not getting electricity as per its requirement since the Union Government has made no changes in the formula of allocation of power. On the other hand, more than required power has been allocated to Delhi and all private power distribution companies functioning in Delhi, are selling surplus

electricity to other states at higher tariff. Uttar Pradesh is also procuring power from these companies to fulfil its requirement.

Electricity is a national resource. Hence, it should be allocated as per the requirement. The Government should adopt liberal attitude towards Uttar Pradesh also regarding allocation of power from central power projects as it has adopted in the case of Delhi. This demand of allocating more power is fully justified as Uttar Pradesh has provided its valuable resources like land and water for power projects set up by the Union Government due to which its environment has also been affected. Hence, the Union Government should allocate more power to Uttar Pradesh on the basis of its population considering the co-operation the state has extended in the national interest.

(xii) Need to run a direct train from Saharsa to Hatia in Bihar

SHRI DINESH CHANDRA YADAV (Khagaria): Train No. 15281 Koshi Express under the East Central Railway, Hazipur runs from Saharsa to Patna and the same train leaves Patna with the same engine and coaches in the shape of train No. 18625. Due to change in train no., the railway passengers particularly the passengers who have reserved their seats in Chair Car have to reserve their seat twice for travelling between Saharsa and Hatia. One from Saharsa to Patna and then from Patna to Hatia in the same train whose number changes in Patna, due to which the passengers face a lot of difficulties and have to bear unnecessary economic burden also.

Hence, I request the Government to introduce a new train from Saharsa to Hatia in public interest by integrating the both trains, no. 18625/18626 and 15281/15282 in view of the difficulties being faced by the railway passengers.

(xiii) Need to enhance the per unit assistance given under Indira Awas Yojana

[English]

DR. RATNA DE (Hooghly): I wish to bring to the notice of the Hon'ble Minister that the amount that is being sanctioned for the construction of a house in plains under Indira Awas Yojana is a mere Rs. 45,000/-. In these days of spiraling price of construction materials-bricks, cements steel, it is next to impossible to construct a house with that meager amount. The amount of Rs. 45,000 should be revised upwardly to ensure that houses are constructed in plains under the Indira Awas Yojana. I would like to

strongly urge the Government to expeditiously enhance the amount being sanctioned for construction of the houses under Indira Awas Yojana to at least Rs. 1 lakh from the present meager amount of Rs. 45,000.

(xiv) Need to provide forest land for construction of road under the Pradhan Mantri Gram Sadak Yojana from Adimalaikadu to Kemmampatty in Dharmapuri Parliamentary Constituency, Tamil Nadu

SHRI R. THAMARASELVAN (Dharmapuri): I would like to bring to the kind notice of the Government that for the formation of a new road from Adimalaikadu to Kemmampatty in Palamalai Hills, Kolathur Panchayat Union Mettur Taluk, Salem district, which falls in my parliamentary constituency, Dharmapuri, under Pradhan Mantri Gram Sadak Yojana (PSGSY), the District Collector has certified that no alternative suitable nonforest land is available and suggested for diversion of 3.97 hac of forest land for the same. The Principal Conservator of Forests, Government of Tamil Nadu has consented to the proposal of the District Collector and sent proposal accordingly to Deputy Conservator of Forests (Central), Bangalore, vide letter dated 21.01.2011. However, the abovesaid Deputy Conservator of Forests (central) without stating any genuine reason returned the proposal asking the State Government of Tamil Nadu to send a revised proposal which has also been resubmitted.

In this connection, I would like to mention here that in the absence of a road, the people of the area have to walk around 05 to 15 kms for various purposes. Sometime they have to carry on shoulder patients and pregnant women throughout all these 05 to 15 kms to reach a hospital in Mettur.

I, therefore, urge upon the Government to kindly direct the Conservator of Forests (Central) to clear the proposal for acquiring 3.97 hectares of forest land for the above purpose, at the earliest.

(xv) Need to address the problem of malnutrition in the country

SHRI P.K. BIJU (Alathur): India has the highest percentage of undernourished children in the world. Approximately 60 million children are underweight in India. "The problem of malnutrition is a matter of national shame" Prime Minister Manmohan Singh said at the launch of the HUNGAMA (Hunger and Malnutrition) Report, which surveyed 73,000 households across nine States. Moreover, inequalities in under nutrition between demographic, socio-

economic and geographic groups increased during the 1990s attributed to the neoliberal economic policies and the structural adjustment programmes that advocates reduced funding in the welfare sector by the state. The existing response to malnutrition in India has been skewed towards food-based interventions and has placed little emphasis on schemes addressing the other determinants of malnutrition. Indian food prices have hit their highest level in more than a year, touching at an annual rate of 18 per cent. The percentage of rural Indian households that were undernourished rose from 48% at the time of NSS Round 43 (1987-88) to 67% at NSS Round 57 (2001-2002). Undernourished urban households rose from 37% in 1987-88 to 51% in 2001-2002. No pragmatic mechanism exists now to ensure the food grains to reach the masses. Improper storage facilities and poor maintenance across the country have destroyed a mind-boggling 10,688 lakh tones of food grains over the years. Primary policy response to child malnutrition, the Integrated Child Development Services (ICDS) program is staggering with poor coverage. A calculation in 2004, based on simple arithmetic, showed that a budgetary allocation of at least Rs. 12,000 crores was required for the universalisation of ICDS. Yet, so far, the maximum amount provided in the Union budget of 2008-09, has been approximately half of that requirement. Through emphasizing micro-nutrient supplementation, private manufacturers of micro-nutrient enriched packaged food are to be progressively provided with assured demand through government procurement for ICDS.

Through diverting several of the core functions of ICDS and its workers to NGOs, Self Help Groups and other private organizations, including the corporate sector, the governments responsibilities and administration of ICDS is hollowed out and privatization becomes a fait accompli. Strengthening of the PDS with sufficient storage facilities and effective distribution of stored food grains are other important steps to be taken to curb the problem of malnutrition.

So the Government should take necessary steps towards the above mentioned issues in order to curb the issue of malnutrition.

(xvi) Need to expedite computerization of office of Employees' Provident Fund Organisation in Keonjhar Parliamentary Constituency, Odisha

[Translation]

SHRI YASHWANT LAGURI (Keonjhar): Through Matters under Rule 377, I would like to bring to the notice

of the House that the office of the Employees' Provident Fund Organisation functioning in my Parliamentary Constituency provides labour related facilities to the labourers employed in mines located in my constituency and ensures compliance of labour related laws. Sanction had been accorded for computerization of 120 offices for the purpose of collecting data related to labourers in the country. The computerization work of 119 offices has been completed as on 31st March, 2011. The computerization work of one office which is yet to be carried out, is located in my Parliamentary Constituency, Keonjhar only. Despite the lapse of one year, the E.P.F. office situated in my Parliamentary Constituency, Keonjhar, has not been computerized due to which many difficulties are being faced in collecting data related to the labourers and in providing facilities to them.

Hence, my request to the Government is that the computerization of the office of the Employees' Provident Fund Organisation located in my Parliamentary Constituency may be done on priority basis. Besides, it may also be ascertained as to why the computerization work of the said office has not been carried out so far.

(xvii) Need to restart Cement Factory at Japla, district Palamu, Jharkhand

SHRI KAMESHWAR BAITHA (Palamu): Under Rule 377, I would like to draw the attention of the Ministry of Commerce and Industry towards revival of Japla Cement Factory which is located in Palamu district of my Parliamentary Constituency and has been lying closed.

My Parliamentary Constituency is affected by unemployment, starvation, migration of people, natural calamity and extremism. In this region, Japla cement factory was the only factory which was set up in the year 1921 and which was a source of livelihood for the local people. The State Government was generating revenue from the said cement factory which has closed.

After the re-organisation of the state, the issue regarding restarting the said unit was considered in the meeting of the Rehabilitation Committee constituted under the Industrial Policy of 2001.

Today, the Government is adopting various kinds of Industrial Policy to increase the labour force (for removing unemployment) in the country. In such an adverse situation, closing the said unit is against the industrial policy and interests of the work force.

On 20.07.2007, the Government once again

considered the issue of renewal of the limestone mining lease. I fail to understand how long the Government will consider it.

Therefore, I request the Government to take steps in the direction of restarting the said factory in the light of Industrial Policy of 2001 and the Jharkhand Industries Rehabilitation Scheme, 2003.

12.05 hrs.

SUBMISSION BY MEMBERS

Re: Criteria for defining Poverty line by Planning Commission

[Translation]

SHRI SHARAD YADAV (Madhepura): Madam Speaker, the announcement which the Planning Commission has made yesterday is a kind of cruel joke on poverty prevailing in the country. The Government by filing an affidavit in the Supreme Court, had given figures to determine the people living below the poverty line. However, it has further reduce the figures to Rs. 22/- and Rs. 26/- in the rural area and Rs. 28/- in the urban area ...*(Interruptions)* At some places, it has been printed as Rs. 26/- and at others, it has been printed as Rs. 28/- ...*(Interruptions)* My submission is that this is like making a mockery of the poor since poverty is on the rise in our country. I have noticed that the Planning Commission makes statements in the air. This is a bizarre situation. The reason being that the members of the commission never go to see the common man and still make an appraisal of his position. The Deputy Chairman of the commission is hardly aware of the ground realities. There is a dictum in our local dialect. He never speaks anything good.*

[English]

MADAM SPEAKER: This will not go on record.

...*(Interruptions)*

[Translation]

SHRI SHARAD YADAV: I would like to submit that whenever he makes an announcement, it causes a lot of resentment and unrest among the people and inflation rate goes up. It is not clear from the announcement which he has made yesterday as to whether he was referring to the income of a single person or two persons or of entire family. I would like to mention about the NSSO. We asked

*Not recorded

the Government to get the caste census conducted through the NSSO on which a consensus had been arrived. The Government fragmented the report in many parts. The NSSO submitted its report 4 years back stating that the OBCs whose population is 2/3rd constitute 38% of the country's total population. The Government by setting up the NSSO and constituting the Tendulkar Committee. ...*(Interruptions)* The Government also constituted the Saxena Committee, however, I would like to say that such committees would not prove helpful in running the country as these committees compile data while sitting in the comfort of AC room. Why do you want to reduce the number of poor? ...*(Interruptions)* Why the Government constitute such committees? ...*(Interruptions)* It would be better if the poor people of India are made to stand in a queue before a firing squad then alone you can find a solution and the markets would bounce back. ...*(Interruptions)* It is not an insult also. You better shoot the poor dead or kill them by administering poison to and then we can boast of being a progressively developing country. There is no one to listen. The members who are sitting in the Treasury Benches. ...*(Interruptions)*

SHRI UDAY SINGH (Purnea): ...*(Interruptions)* Wind up the Planning Commission ...*(Interruptions)*

[English]

Dismiss the Planning Commission. ...*(Interruptions)*

MADAM SPEAKER: Now you please sit down.

...*(Interruptions)*

[English]

MADAM SPEAKER: Nothing will go on record.

...*(Interruptions)**

[Translation]

MADAM SPEAKER: Sharadji, please conclude now.

...*(Interruptions)**

MADAM SPEAKER: Please sit down.

...*(Interruptions)**

MADAM SPEAKER: He is speaking. Why are you standing up?

...*(Interruptions)**

*Not recorded

MADAM SPEAKER: Please sit down.

...(Interruptions)*

[English]

MADAM SPEAKER: Nothing else will go on record except what Shri Sharad Yadav is saying.

...(Interruptions)*

[Translation]

MADAM SPEAKER: Please be brief.

...(Interruptions)

SHRI SHARAD YADAV: Madam Speaker, ask Jagdambika Palji to say on oath that whatever I am saying is wrong. By taking Qath. ...(Interruptions)

MADAM SPEAKER: Please address the Chair.

...(Interruptions)

SHRI SHARAD YADAV: They live in the poor people's region and get the votes of poor people. ...(Interruptions) I do not want to say this. ...(Interruptions) Please listen to me. Then, you can say whatever you want to say. ...(Interruptions)

MADAM SPEAKER: Please address the Chair.

...(Interruptions)

MADAM SPEAKER: Please sit down.

...(Interruptions)

MADAM SPEAKER: Please sit down. Please address the Chair.

SHRI SHARAD YADAV: Please speak when it's your turn. I would like to say that I have met many people from the Government treasury benches and all of them are sad. They are silent here. There is not even one MP in the country who agrees with the announcement of the Planning Commission stating three categories of 22 rupees, 26 rupees or 28 rupees. ...(Interruptions) You are yourself from Sasaram. You can ask your conscience if it is true or not. To say such things does not behave a person seated in the Planning Commission and only those people should be entrusted the work of Planning Commission who are aware of the ground reality. Someone who knows the problems and pain of the poor people in this country. Such

*Not recorded

a person has been deputed to the Commission who has no clue about the sufferings of the poor who is not well versed with anything Indian. I would like to say that this is a grave crime and to talk of introducing Food Security Bill makes little sense. You want to introduce such a Food Security Bill? So, Sonia ji wants to reduce the poverty line and then introduce Food Security Bill. What was the responsibility of any person from the Government or the Hon. prime Minister? He could have been called and told that there is no need to comment on the committee of two people. Why are you giving such statements on NSSO and Tendulkar Committee? Why are you giving statements on them? You are the Deputy Chairman of the Planning Commission. What right do you have? Even Supreme Court was perturbed and gave orders and still you have made matters worse by saying that people subsist on even lesser amount of money. ...(Interruptions) So, in a way you are adding fuel to the fire. ...(Interruptions) Madam Speaker, I would like to urge upon you that if the Planning Commission is to be run then it should be run like late Sh. Jawaharlal Nehru did. Very able people have been appointed as Deputy Chairman of the Planning Commission. I know them. I know a lot of people. I urge upon you. ...(Interruptions) I would like to urge upon you save India from this person. ...(Interruptions) Please wind up the Planning Commission if you keep such people at the helm of affairs.*

[English]

MADAM SPEAKER: This will not go in record.

...(Interruptions)*

[Translation]

SHRI SHARAD YADAV: The Government is playing such a cruel trick with the poor that I cannot express it in words. Since all the members are present here, I would like to say that he is not an appropriate person for this post. He has no knowledge of the ground realities of the country ...(Interruptions) When he speaks* I request you to wind up the Planning Commission. ...(Interruptions) The Government should constitute an effective Planning Commission. This is my request to you and these figures should be rejected. Three members from Bihar have stated that he does not have any idea of the norms for determining the people living below the poverty line. He measures poverty with tools like scale, inch-tape, thermometer or calorific. The common people have no notion of calories or

*Not recorded

where from to derive calories. ...*(Interruptions)* Why are you mocking the sentiments of the people of this country? The Government has not been able to ascertain the number of the poor in the country during the last 63 years and tries to avoid any question about the number of castes in the country.

I would like to say that the Planning Commission is against everything. It should be wound up and an effective Planning Commission should be constituted and a person having the knowledge of ground realities of the country should be appointed to this post. There are many members among you who are fully aware of the ground realities of the country. The Government should appoint one such person to this post. Why are you making a mockery of the country? Poverty and helplessness have made the poor people a laughing stock. You make fun of their helplessness, insult them and question their existence. I am pained to see the way the society looks upon the poor. I would like to request the Government to resolve this issue. The Prime Minister or some other responsible Minister should make a statement that poverty index figures given by the Planning Commission are incorrect. The entire country condemns these figures, hence it should be rejected and a new initiative should be taken to identify the poor people then only the country can progress.

With these words, I conclude my speech. I thank you for giving me the permission to speak.

SHRIMATI SUSHMA SWARAJ (Vidisha): Madam Speaker, the subject on which Shri Sharadji has given a notice explicitly reflects the insensitivity of the Government towards the poor people. You might remember that a few days back the same Government, by filing an affidavit in the Supreme Court, had said that a person who earns Rs. 32 a day in urban areas and Rs. 26 in the villages is not covered under the poverty line which means that if a person, residing in an urban area gets a job of Rs. 5000/ per month and has a responsibility to look after 5 family members including his aged parents, wife, child and himself, then he is rich in the eyes of the Government.

You might also remember that when I was participating in the discussion on the price rise ...*(Interruptions)* When I was expressing my view point on price rise at that time I placed detailed figures before you and said that a person can buy 100gm rice, 20 gm pulses, a pinch of salt and little sugar with this amount. However, if a Government thinks that a person who is getting this much is rich, then I pity the Government. We were thinking that the Government would take this seriously and try to

revise these figures. However, the Government added fuel to the fire. There is a saying in Hindi — *chaubeji chhabbe banne gaye they dubey bankar reh gaye*. The poor people were expecting the Government to revise these figures as the income of Rs. 32/- in urban area and Rs. 26/- in villages is very less, however, the Government brought down this figure from Rs. 32/- to Rs. 28 in urban area and from Rs.26/- to Rs. 22/- in villages. ...*(Interruptions)*

Just now Shri Sharadji was blaming the Planning Commission for this. I would like to say that there is no need to blame the Planning Commission as the Government is responsible for all this. The Commission and the Committees submit only reports. It is the Government which accepts the report, hence it is the Government which is the real culprit. Therefore, I had said at that time also that the Planning Commission will do its work. Planning Commission was there during our tenure also, however, the Prime Minister used to be its Chairman. The person whom you are addressing is the Deputy Chairman, its Chairman is the Prime Minister. You are trying to obscure truth by blaming it on the Planning Commission and thus trying to exonerate the real culprit.

Madam Speaker, the real culprit is the Government which has accepted these figures according to which a person earning Rs. 28/- per day in urban areas and Rs. 22/- per day in villages is rich. Thus by printing such figures, the Government is patting its own back and claiming that the number of BPL people is reducing. However, given such figures presented by the Government one can easily conclude that the problem of poverty has been addressed and in such a scenario it is not the poverty but the poor who are being affected. If the Government presents such data by playing fraud with the poor, they can hoodwink anybody. But once elections are round the corner, they will have to face the same poor who will confront them and ask what the Government has done for him. The Chairperson of the UPA Government is sitting here, the Prime Minister is not present here. However, he has a prestige of his own. If he asks the Government to reject these figures then the Planning Commission would not be able to do anything. These figures would be rejected. A reasonable data should be compiled to determine the people living below the poverty line and then arrangement should be made to provide facilities like health, education, food, housing and clothes etc. to them. All these facilities are included in this 28 and 22 rupees. You yourself know the sufferings of that class. You just tell me is it possible for a person earning Rs. 28/- in urban areas and Rs. 22 in rural areas to make arrangement for education, medicine,

housing, food, clothing etc. in such a low income?

If your reply is yes, then I won't say anything or else, I urge you to join the House in asking the Government to reject these figures and compile reasonable data to determine the people living below poverty line. That is my submission.

SHRI MULAYAM SINGH YADAV (Mainpuri): Madam Speaker, thank you very much. Hon. Sharad Yadav and the leader of the opposition said a lot of things here. I do not want to repeat those statements but I am unable to understand on what basis these figures are presented before the country. One set of figures was two-three years old. It has not been rectified till date. How will it be done today? Usually it is estimated that around 65-70 per cent people live below the poverty line. You may fix the BPL at an earning of 27 rupees or 28 rupees but 65 per cent of people in our country do not get full two square meals. They cannot buy fruits, pulses, milk or curd. 65 per cent people live like that. I consider 65 per cent people living below the poverty line and everyone would agree with my contention including most of the hon. Members present here. Mere statistics and paper work will not do. If this were so, is he aware that close to his constituency in Odisha people are surviving on leaves and grass at some places. Who knows? The people of Odisha as well as Madhya Pradesh can tell about this. ...*(Interruptions)*

SHRI GANESH SINGH (Satna): People are eating bamboo roots to stay alive. ...*(Interruptions)*

SHRI MULAYAM SINGH YADAV: That is why I am telling you. Is he aware of it? Are the members of the Planning Commission aware of it? They are just concerned with discussing matters and do the bare minimum while beings seated in air conditioned rooms and move on. ...*(Interruptions)* They discuss and determine the number of the poor people while being seated in a/c rooms. Now, is this situation prevalent throughout the country! He should be aware of the number of people living in Kaccha houses. Till date a large number of people do not have electricity supply. ...*(Interruptions)* What to talk of availability of food, there is no arrangement for even potable water. 70 per cent people are devoid of potable water. Only around 15-20 per cent people have access to potable water. ...*(Interruptions)* 17 per cent people drink potable water. I am saying that around 15-20 per cent people drink potable water and the rest of the people are drinking contaminated water. Even in Lok Sabha the water is contaminated and we drink contaminated water. You can get this tested, this water is polluted. ...*(Interruptions)* You can get this tested.

You can fill this water in a bottle and get it tested. A lot of households have installed filters to purify water but the poor people do not have enough money to do so. The water is contaminated at present. This is the situation today. How can a person subsist on the figures you fixed as 22, 26, 28 or 32 rupees for one day's surviving. If you go to have breakfast at any place you would not get a breakfast for 32 rupees. ...*(Interruptions)* A minimum bill of hundred rupees would be put on the table. And you are fixing 22, 26, 28 or 32 rupees as criterion to determine BPL families. I totally agree with Shri Sharad Yadav ji that the members of the Planning Commission are betraying and deceiving the country. They are presenting these figures to be in the good books of the present government. They are giving a certificate to the world. They are portraying before the foreigners places like Delhi. I wish that they show them themselves of their areas and I would also show them villages in my area at least once. The foreigners are welcomed with velvet carpets of red colour all around and they are made to stay in up to date buildings, mansions, hotels and given good food and on this basis they form the image of India in their heads. The reality of India is that around 65-70 per cent of the people are poor. I can say this with certainty that the surveys that were conducted in the past are still in progress. How can you take a decision without the completion of the survey? ...*(Interruptions)* As the survey is still being conducted and the report of that survey is still awaited, then how and on what basis have you taken this decision? What was the need for this and why was it done? ...*(Interruptions)* Please take this back. This does not concern only you, but the entire country. I am not against the ruling party. I am against the wrong actions of the ruling party.

The poor people are being conned. Why are diseases increasing today? People are not getting sufficient food. Is everyone getting milk, eggs, pulses like arhar? Even pulses are out of their reach. Today, there are at least 65 per cent people who do not have access to arhar dal for eating. I have mentioned arhar because the poor people will get nutritious food if they get this dal. Arhar dal is so nutritious that it can keep people healthy enough to work. The people who do manual work on roads, clean canals do not get sufficient wages and they also have other family members to feed. Let us assume there are five people in each family. How can they subsist on such low wages? I am unable to understand on that basis the Government accepted this report. Some sort of action should be taken against those who presented this report, betrayed the Government and the people as well as the country.

The people of the ruling party would realize the gravity of the situation when these discussions would reach in all home households, villages and cities. Poor people also live in cities. Are they aware that people live besides dirty sewers in cities. Within Delhi there are people who live besides sewers without any house, dwelling unit and manage to arrange some cloth and paper to sleep on during the night. I have seen them living in such conditions. They sleep on paper and such reports are nothing but a cruel joke on them. Therefore, I urge you to intervene in this matter. This is not a political question. It is a question of humanity. It is betrayal of the country. They want to show false figures to the world to carve out a favourable image and take loans.

How long can the country function on debt? If facilities are provided to the poor people and the farmers in villages, the entire foreign debt can be settled. But the Government is working against the same poor people, be it farm workers or farmers. Therefore, I urge upon you to not approve of this report and all the members of the Planning Commission should be dismissed.

DR. BALIRAM (Lalganj): Madam Speaker, I thank you for giving me an opportunity to speak on this issue.

Today, we are having a discussion on the parameters fixed by the Planning Commission for identifying poor people living below the poverty line. I would like to say that all the hon. Members, who have been elected to this House have won elections on the basis of votes cast by poor people only and hence the members are very well aware of hardships of the poverty. According to the parameter which the Planning Commission has fixed, a person earning Rs. 22/- in rural areas and Rs. 28/- in urban areas can subsist with this income, however, I would like to say that whether it is a village or an urban area, you will not find even a single poor who subsists on such a meagre amount. This means that neither BPL card should be issued to anyone nor a person should be included in the BPL list and then we can boast of being a developing country with no people living below the poverty line. Therefore, through you, I demand the Government to reject what has been stated by the Commission as it is a cruel joke not only with the poor but also with our country. The Members, who are sitting in the House, are very well aware of the hardships of poverty. Can't the members submit this report? A discussion should be held in the House on this issue to ascertain the number of poor in the country. The Members can compile a reasonable data.

The members of the Planning Commission unaware

of the ground realities of the country prepare the reports and the Government is also implementing it considering it to be correct. We want that a BPL census should also be conducted. In this House, all the members raised the question that religion based census should be conducted which not been conducted so far. I want to say that a BPL census should also be conducted alongwith this. Therefore, I demand that it should be conducted immediately.

[English]

SHRI BASUDEB ACHARIA (Bankura): Madam, I condemn the effort of the Planning Commission to use* method to under-estimate poverty in our country. There was national outrage when the Planning Commission filed an Affidavit in the Supreme Court. It was stated that if the income of a person is Rs. 32 per day in urban area and Rs. 26 per day in rural area then he will not be treated as poor. If his earning is one paisa more than Rs. 32 or Rs. 26, he is not considered as poor. This was discussed in this House and the Leader of the Opposition elaborately stated how a person, I am not talking of a family, can subsist with this income.

[Translation]

Shri Sharadji has said that it has not been clearly stated in the report whether the commission has referred to the income of a single person or an entire family?

SHRIMATI SUSHMA SWARAJ: The income is of a single person.

SHRI BASUDEB ACHARIA: It is the income of a single person. ...*(Interruptions)*

[English]

MADAM SPEAKER: Nothing except what Shri Basudeb Acharia says will go on record.

...*(Interruptions)**

SHRI BASUDEB ACHARIA: How can a person subsist with this income which has now been reduced further? In spite of national outrage same methodology, which was adopted by Tendulkar, has been adopted by the Planning Commission. The basis of this methodology is intake of calorie. I would say that it is not a scientific basis. In order to show there has been substantial reduction of poverty in our country, the Planning Commission has deliberately adopted Tendulkar method

* Expunged as ordered by the Chair

* Not recorded

and has now further reduced the poverty line in both urban and rural areas.

Madam, today when prices of almost all the commodities are rising, inflation is more than 8 per cent. In the last week of February the inflation touched 8 per cent mark.

[*Translation*]

How can a person subsist on 22 rupees? Can the Government tell this?

[*English*]

MADAM SPEAKER: Please conclude now.

SHRI BASUDEB ACHARIA: Dr. Arjun Sengupta Committee in its last Report stated that even after 63 years of Independence 77 per cent of the population of our country is to depend on Rs. 20 per day.

[*Translation*]

In our country, 77% of the population has to depend on Rs. 20/- per day. Poverty is on the rise in our country.

[*English*]

MADAM SPEAKER: Basudeb Acharia ji, please conclude now.

SHRI BASUDEB ACHARIA: Poverty has been increasing substantially during the two decades of neo liberal economic policy which is being pursued by the Planning Commission.

[*Translation*]

How has the Planning Commission arrived this conclusion and is justifying it?

[*English*]

I saw yesterday that Deputy Chairman of the Planning Commission was justifying to what has been stated by the Planning Commission with regard to the poverty in our country. If, a Deputy Chairman has been brought from the World Bank and he was made the Deputy Chairman of the Planning Commission, then what information and knowledge he has about the poverty in rural areas, which is existing today.

[*Translation*]

What does he know about our country? I demand that a discussion should be held in the House on this

issue. The figures of 26 and 22, which he has stated, is an insult to the poor in the country. I want that the Government should make a statement on this and reject what has been stated by the Commission.

[*English*]

The Government should make a statement on the floor of the House and should withdraw that what has been stated by the Planning Commission with regard to the poverty in our country.

[*Translation*]

We raised an objection at that time also when the report was being prepared by the Deputy Chairman of the Planning Commission. In the report, it should be stated that 77% of the population of our country is poor and has to subsist on Rs. 20/- per day. A dividing line is drawn on the 77% poor.

[*English*]

Now, the Government is dividing the poor of our country.

[*Translation*]

By introducing the Food Security Bill the Poor people are once again being divided into priority and non-priority segments. We condemn it. It should be withdrawn. What is the outcome of the socio-economic survey which is being conducted...(*Interruptions*) We condemn it and want the Government to withdraw it.

[*English*]

MADAM SPEAKER: It is not going on record.

SHRI BHARTRUHARI MAHTAB (Cuttack): Thank you, Madam Speaker. I quote which Shri Montek Singh Ahulwalia, Deputy Chairman has stated.

"Poverty data is faulty but we have not fudged numbers."

The Planning Commission's Deputy Chairman is on record stating that the poverty data is faulty but we have not fudged numbers. While explaining it, he comes out with the statement that the discrepancy between the consumer survey on whose basis the poverty numbers were derived and national accounts was a serious statistical problem.

So, what I have heard from my lawyer friends — many of them are present here — is that when you do not have a case, you shout in a very hoarse manner before

the court, and you thud the desk in a very harsh manner; and still if the court does not respond to your case, then you try to confuse.

I am really astonished to see how the Planning Commission is confusing the whole country. In another newspaper a statement has come regarding an argument about which Shri Basudeb Acharia has just now said.

It said:

"The poverty line was meant to reflect conditions of 'absolute poverty' in the country. This poverty line is not the line that we think a person can comfortably survive. The poverty line has been identified as a rock-bottom, bare subsistence kind of line."

How the Planning Commission has arrived at this decision?

MADAM SPEAKER: Please conclude. We have a long list of speakers. Do not repeat yourself too much.

SHRI BHARTRUHARI MAHTAB: 35 crore people subsist on Rs. 26/- and the Government does not treat the person earning Rs. 35 per day as poor.

[English]

We need a statement from this Government. Do they believe in this.

MADAM SPEAKER: All right. Thank you so much. Now Shri Prabodh Panda to speak.

...(Interruptions)

MADAM SPEAKER: This is not a proper debate. You could just associate yourself. We have to take up the debate on Railway Budget.

[Translation]

SHRI BHARTRUHARI MAHTAB: Earlier the parameters were Rs. 26/- and Rs. 32/-. Now the commission is saying that a person earning Rs. 23/- in rural areas and Rs. 29/- in urban areas is not poor. Is it not a mockery of the poor?

[English]

These are destitution lines and it is *... that an Institution chaired by the Prime Minister should produce such absurd figures. What is more shocking is that even with these gross under-estimates, large proportions of our population are shown to live in destitution.

Dr. Ahluwalia has said:

"The discrepancy between the consumer survey on whose basis the poverty numbers are derived and national accounts were a serious statistical problem."

The Planning Commission has tried to obfuscate data so as to justify the exclusion of a large number of poor and deny them the benefits of anti-poverty and welfare measures.

MADAM SPEAKER: Please conclude now. We cannot have such a long speeches.

SHRI BHARTRUHARI MAHTAB: Therefore, I demand that the Government should come out with a statement as quickly as possible and let us know what is the actual fact and where the Government stand.

SHRI PRABODH PANDA (Midnapore): Madam, I have given a notice today for suspension of the Question Hour because the entire country is very much concerned about the statement made by the Deputy-Chairperson of the Planning Commission.

It is very shocking that despite widespread protests from all corners across the country, he has made such a statement. I am not going to name him. But he thinks himself to be above Parliament. I do not know whether we are in a parliamentary democracy or we are running in a State which is ruled by the Deputy-Chairperson of the Planning Commission. So, it is very deplorable and it is very condemnable.

Madam, everybody knows that our hon. Prime Minister is the Chairman of the Planning Commission. So I demand that no other person but the Prime Minister himself should make a statement in the House in this regard. Why is the Deputy-Chairperson of the Planning Commission allowed to make such statements? These statements are made for reducing the entitlement of the poor people who are in crores.

MADAM SPEAKER: Please conclude now.

SHRI PRABODH PANDA: The National Advisory Council Chairperson is here. They are thinking over it. The Tendulkar Committee Report is there. Dr. Arjun Sengupta Report is there. Saxena Report is there. So far as the Food Security Bill is there, it is under the scrutiny of the Standing Committee. In such a situation, why is he making such a statement? He should be withdrawn from the Planning

* Expunged as ordered by the Chair

Commission and the Prime Minister should make a statement in this House in this regard.

SHRI T.R. BAALU (Sriperumbudur): Madam, the decision of criteria for BPL is the kingpin of our planning. It is the most important criteria for all the planning which we are going to have. The 12th Plan is in the offing and it is going to start shortly.

For the past so many years BPL list has not been decided. Even the State Governments are suffering because of this. Whenever they go for any scheme or any plan, they fail because of the indecision in the BPL criteria. It has to be decided. At the same time, the bureaucrats, the economists and the Planning Commission, they are all theorists. They think and do something taking into account so many criteria in the field of economics. The real thing will come out only from the elected representatives, especially from the Members of the Lok Sabha. What I suggest is that let the Planning Commission come forward with their data, their inputs whatever they have received. Probably the inputs that they have received to decide the criteria would have been drawn. I am very glad that the hon. Chairperson of the UPA is present here when this discussion is being held, it is better to see that the Planning Commission will come forward to have a presentation before some of the economists or some of the senior most MPs of all the parties ...(*Interruptions*)

SHRI UDAY SINGH: The whole of Lok Sabha should be involved ...(*Interruptions*)

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

SHRI UDAY SINGH: Let us find a way ...(*Interruptions*)

SHRI T.R. BAALU: Whatever it is. I am only bringing the things before the Government. Let the Government react to that. What I suggest is that let it be open and it should not be secretly held with the Planning Commission alone. Let us also understand as to what all inputs they have received and finally let there be a Parliamentary Committee so that it can decide together. It can help the Government which would help to propose proper criteria for BPL.

[*Translation*]

SHRI ANANT GANGARAM GEETE (Raigarh): Madam Speaker, the entire House is disappointed with the parameters fixed by the Planning Commission for identifying the people living below poverty line and also with the news which has been published in the

newspapers. The entire House is not in agreement with these figures. According to the report of the Commission, if the income of a person is Rs. 28/- per day in urban area and Rs. 22/- per day in rural area then he will not be treated as poor. I do not think that the Government really wants that the people should come above the poverty line as the way it is making assessment of the poor is not proper. If it really wants to combat poverty and bring the people above poverty line then first there is a need to make a correct assessment and compile a reasonable data and if the Government accepts the parameters fixed by the Commission then I would say that it is a mockery of the poor. It would be injustice with the poor people of the country if the Government pats its own back and claim that the number of BPL people has reduced.

MADAM SPEAKER: Thank you. Now you please sit down. There are more than 100 members who want to express their viewpoints on the Railway Budget.

SHRI ANANT GANGARAM GEETE: Madam Speaker, I just want to give a suggestion.

MADAM SPEAKER: Ok, you give your suggestion quickly. Why did you not give your suggestion so far?

SHRI ANANT GANGARAM GEETE: Madam Speaker, I will conclude my speech after giving a suggestion. If the entire House does not agree with the Poverty index figures of Rs. 22/- and Rs. 28/- fixed by the Planning Commission, then through you, I would like to suggest that today a resolution should be passed under your chairmanship opposing the norms fixed by the commission for identifying BPL people. If we pass such a resolution then it will reflect the mentality of the Government.

[*English*]

DR. M. THAMIBTDURAI (Karur): Madam Speaker, we are all elected Members. We are all elected by the common man and poor people. We are regularly meeting them in our constituencies. Whenever we go to our constituencies, they are expecting certain benefits out of the welfare schemes of the Government. When they are approaching the Government, they are asked whether, as per the criteria, their names are in the BPL list or not. Most of the people are saying that their names are not included in the BPL list. This is what other Members have also said. This controversy is going on. The people are feeling that we, their elected representatives, are not fulfilling their demands. When this is the condition, the Planning Commission, the highest body of the country, is giving a statement that Rs. 28 is the figure to fix the poverty line in

urban areas and Rs. 22 in rural areas. Is it a practical thing? What is the ground reality? We know the real position as elected representatives. If we go to any canteen or any other place, what is the price of any food item? We have to pay Rs. 40 even for a single dosa. What is happening in Parliament canteen is something different. We are getting all food items at subsidized rates. This has to be changed first. It is because not only Members but many others are enjoying and availing such facilities at the cost of common man. So, the subsidized rates of food items supplied by the Railway canteen should be stopped first of all and the real cost should be paid in the Parliament canteen also. When the common man is suffering outside, the elected people here are enjoying food articles at subsidized rates. Is it fair? This has to be thought over.

SHRI KALYAN BANERJEE (Sreerampur): Madam Speaker, the issue which has been raised is a longstanding debatable issue both in the field of legislature and even in the field of Judiciary. Now, we are discussing the recommendation or the reflection of the assessment of the Planning Commission which has come up in respect of poverty line. I do not know the factors which have really been considered by the Planning Commission to reach the figure of Rs. 28 or Rs. 22. If all reasonable factors are being considered by the Planning Commission, no prudent person can arrive at a conclusion that Rs. 22 is the index of poverty line. Therefore, we request that the whole issue should be reconsidered by the Planning Commission with all relevant factors. It should not be done on imagination. They should reconsider the relevant data and decide on that basis.

Let them clarify one point. If a family consists of five persons and one person earns only Rs. 22, then will the other four persons be counted as BPL or not? That point has to be clarified.

I would request that the opinion of the Chief Ministers of all States should be called for, for the purpose of formulating the price level index. A relevant consideration is needed and a discussion at length is required for this purpose.

[Translation]

DR. RAGHUVANSH PRASAD SINGH (Vaishali): Madam Speaker, the Planning Commission recently presented the report regarding assessment of the poverty line. It has obviously given rise to anger in the people. I am trying to observe how they might have reached such conclusions. The assessment of the poverty line started

from sixth five year plan. Lakdawala Committee informed the Government about the minimum calories consumed by a poor person and on this basis the number of poor people was determined. The assessment was done on the basis of per day wages earned by the people. 13 parameters in the year 2002 were set to fix the below poverty line. I have been observing that in recent years five to six committees have been constituted. Such dispute has never arisen in the past. India has always struggled with poverty and is striving to remove poverty but such disputes did not take place ever. Tendulkar Committee, Saxena Committee, Arjun Sen Gupta Committee and Planning Commission are all advancing their own formulae. The NSSO presents its own assessment. I would like to know which report has been approved by the Government.

Madam, Montek Singh Ahluwalia recently made a statement. Earlier also an affidavit was filed in the Supreme Court due to which there was a lot of hue and cry across the country against him regarding the absurd reports and methods adopted for assessing the poverty line. But after that the report submitted just two-three days ago makes me wonder whether these people are.....* making fun of the poor people and perpetrating injustice. How can a system remove poverty without assessing it? This puts a question mark on all the schemes aimed at eliminating poverty. Those who could not assess the poverty line ...*(Interruptions)*

MADAM SPEAKER: Please conclude now.

DR. RAGHUVANSH PRASAD SINGH: Those who could not give correct information regarding the poverty line are ill-equipped to remove poverty. How could poverty be eliminated? This is the question of poor people throughout the country. This mockery will not be tolerated. The Government should immediately take a stand regarding its approval of the report out of all these reports. Why is Planning Commission making fun of the poor people in this way? A decisive verdict should be passed in this matter otherwise there is the possibility of a fierce fight for the poor people.

SHRI ARUNA KUMAR VUNDAVALLI (Rajahmundry): Madam, the affidavit filed by the Planning Commission in the Supreme Court is being talked about and a lot of resentment is being expressed regarding it. But Planning Commission is not bigger than us ...*(Interruptions)* Please listen to me. You are very close to poor people but far from poverty. If there is anyone who has done anything to

* Not recorded as ordered by the Chair

remove poverty in India it is Indira Gandhi ji and Sonia Gandhi ji ...*(Interruptions)*

[English]

MADAM SPEAKER: Nothing else will go on record.

...*(Interruptions)**

[Translation]

SHRI ARUNA KUMAR VUNDAVALLI: We are ready for any discussion backed with figures. If you wish, discussion will be held. I would like to say that we have full right to differ on the report presented by the Planning Commission. There is no objection on that. But please do not try to mislead. Why did the Planning Commission file the affidavit and what are the details? The affidavit regarding 32 rupees and 26 rupees is a per capita figure. But the same figure for a family would be Rs. 4824 in urban areas and Rs. 3905 in rural areas per month. ...*(Interruptions)* It was given at that time only in the Supreme Court ...*(Interruptions)*

[English]

This is what is given in the Supreme court. If we want to differ with this, we have every right to do it ...*(Interruptions)*

MADAM SPEAKER: Nothing else will go on record.

...*(Interruptions)**

[Translation]

SHRI ARUNA KUMAR VUNDAVALLI: But please do not say that Planning Commission is oblivious to everything and functions solely on statistics. What is a family? A family is planned according to the commission. We are Members of Lok Sabha and people who belong to the ground level. We will talk about fixing the poverty line. The Supreme Court has stated that 40 crore 75 lakh people are below poverty line. What kind of debate will we do by saying that the figure is 60 crore not 40 crore. They must have some parameters to reach this figure. It is also clear how the parameters were fixed. ...*(Interruptions)* Please listen to me. ...*(Interruptions)* You should have the courage to listen to me.

MADAM SPEAKER: Your point has been heard.

SHRI ARUNA KUMAR VUNDAVALLI: You keep on speaking and we keep on listening? Please listen to me

now, can't you listen to me for one minute. Who has given this affidavit? You would not be able to listen to the truth. It is very difficult to listen to the truth. But, please do not forget one thing 'Satyamev Jayate' only truth will prevail. If changes have to be made, we will do it, there is no objection from our side.

13.00 hrs.

...*(Interruptions)* Discussion will be done. ...*(Interruptions)* But do not forget the reason why this affidavit has been filed in the Supreme Court. ...*(Interruptions)* The Supreme Court questioned whether the Tendulkar Committee recommended the condition of 20 rupees in urban areas and 15 rupees in rural areas. ...*(Interruptions)* Whether one person would consume 2100 calories or not? ...*(Interruptions)* The Supreme Court has asked this question. ...*(Interruptions)* Planning Commission stated that this would not be sufficient. ...*(Interruptions)* The index for now is Rs. 32 and Rs. 26. ...*(Interruptions)*

SHRI HANSRAJ G. AHIR (Chandrapur): Why are you making fun of the poor people? ...*(Interruptions)* Why are you justifying it? ...*(Interruptions)*

MADAM SPEAKER: Why are you standing? Please sit down.

...*(Interruptions)*

SHRI ARUNA KUMAR VUNDAVALLI: It is true. ...*(Interruptions)* You don't want to listen to the truth. ...*(Interruptions)*

MADAM SPEAKER: You please sit down. You have expressed your viewpoint.

...*(Interruptions)*

MADAM SPEAKER: Why are you speaking to each other? Please address the chair. You have expressed your viewpoint.

...*(Interruptions)*

SHRI ARUNA KUMAR VUNDAVALLI: Please don't act like this. ...*(Interruptions)* Don't behave like this. ...*(Interruptions)* We are with the poor. ...*(Interruptions)*

MADAM SPEAKER: Why are you talking with each other, please address the chair.

...*(Interruptions)*

[English]

MADAM SPEAKER; Please address the Chair.

...(Interruptions)

[Translation]

SHRI ARUNA KUMAR VUNDAVALLI: I am quoting the figures.

[English]

Do not try to give the impression that you are for the poor and we are anti-poor. It is not true. The entire country knows that we are always for the poverty elimination.

...(Interruptions)

[Translation]

SHRI ANANT GANGARAM GEETE: You are justifying the Planning Commission. ...(Interruptions)

MADAM SPEAKER: What is happening? Why are you talking among yourselves? Please sit down.

...(Interruptions)

[English]

MADAM SPEAKER: You have made your submission. All it is here what you are saying. Please take your seat.

...(Interruptions)

[Translation]

MADAM SPEAKER; Please sit down.

...(Interruptions)

MADAM SPEAKER: You have expressed your viewpoint, now you please sit down. He has resumed his seat, now you may also sit down.

...(Interruptions)

[English]

MADAM SPEAKER: Will you take your seat? Will you sit down?

...(Interruptions)

MADAM SPEAKER: Please just take your seat.

...(Interruptions)

[Translation]

MADAM SPEAKER: The House is deeply concerned

with the parameters fixed by the Planning Commission for determining the people living below the poverty line. I feel, what all the hon. Members have also said, that given the constitution of the House, it has become obligatory for us to sincerely favour the poor. I understand the concern of the House. I had said in the beginning also when the notice for suspension of Question House had been received. I can't accept that. If you give a notice then we will certainly conduct a detailed discussion on this issue.

[English]

13.03 hrs

PAPERS LAID ON THE TABLE – CONTD.

THE MINISTER OF STATE IN THE MINISTRY OF PLANNING, MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY AND MINISTER OF STATE IN THE MINISTRY OF EARTH SCIENCES (SHRI ASHWANI KUMAR): Madam, I beg to lay on the Table:—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619A of the Companies Act, 1956:—
 - (i) Review by the Government of the working of the National Research Development Corporation, New Delhi, for the year 2010-2011.
 - (ii) Annual Report of the National Research Development Corporation, New Delhi, for the year 2010-2011, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. L.T. 6229/15/12]

13.04 hrs.

ANNOUNCEMENT BY THE SPEAKER

[English]

MADAM SPEAKER: I have to inform the House that I have received the following message dated the 20th March, 2012 from the hon. President:—

"I have received the expression of thanks by the Members of the Lok Sabha for the Address which I

delivered to both Houses of the Parliament assembled together on 12th March, 2012."

13.05 hrs.

RAILWAY BUDGET (2012-13) - GENERAL
DISCUSSION
DEMANDS FOR GRANTS ON ACCOUNT
(RAILWAYS), 2012-13
DEMANDS FOR SUPPLEMENTARY GRANTS
(RAILWAYS), 2011-12
DEMANDS FOR EXCESS GRANTS (RAILWAYS),
2009-10....Contd.

[*English*]

MADAM SPEAKER: Now, the Budget — Railways. Shri Kalyan Banerjee to speak.

...(Interruptions)

MADAM SPEAKER: If the hon. Members agree, then, we will skip the Lunch hour.

SEVERAL HON. MEMBERS: Yes.

MADAM SPEAKER: Shri Kalyan Banerjee.

SHRI KALYAN BANERJEE (*Sreerampur*): Madam Speaker, in respect of the Railway Budget, when I start to speak, I would first congratulate the present Railway Minister Shri Mukul Roy.

Madam, as I am aware, I am having the privilege of working with the present Cabinet Railway Minister for long 20 years. What I have seen him as my Party colleague, with his devotion and sincerity with which he has worked, I am sure that as a Railway Minister, by the same standard of sincerity and devotion, he will run the Railway Ministry in a very fruitful manner. Under his leadership and under the guidance of our great leader Kumari Mamata Banerjee, the Railways will successfully run in the future days.

Madam, I would also request the hon. Railway Minister to give life to the thought which was made by the then Railway Minister hon. Mamata Banerjee in the year 2009. I would request the present Railway Minister Shri Mukul Roy to go forward with the implementation of the Vision 2020 which was sketched and presented by the then Railway Minister hon. Mamata Banerjee.

13.06 hrs.

[*MR. DEPUTY-SPEAKER in the Chair*]

Sir, through you, I would request the hon. Railway Minister to consider the plight and the deplorable conditions

of the poor people of this country. Today, in our country, if only taxes are increased, if some additional expenses are increased, then, in that case, the man becomes an intellectual. Even today, if we ignore the conditions of the poor and only make advocacy for the industrialists and the rich people, then, the man becomes very much prudent. Hon. Minister, kindly do not go in that path. Kindly take note of the people of this country.

Just now, only five minutes back, it was discussed about the poor people of this country. Taking into consideration of this aspect of the matter, I would request the hon. Railway Minister to roll back the proposed price hike which has been made in the Budget Speech in respect of the poor passengers, passengers traveling in second-class and up to AC Third Class. Kindly roll back all the price hikes which have been proposed in the Railway Budget Speech and give relief to the poor people of this country in respect of that.

Also, kindly take note of the poor passengers traveling in the trains, the regular passengers, the daily passengers. If we take note of even today's effect, even those passengers, the regular passengers who travel a minimum 25 kms., they have to sustain an additional expense of nearly Rs. 75 per month. In view of the matter, I would request the hon. Railway Minister to roll back and withdraw the hike in the train fares in respect of the passenger train, regular second-class and also the monthly ticket passengers also. Kindly do that.

I will also request the hon. Railway Minister to introduce a few more suburban trains specifically for women, handicapped persons and senior citizens who are above 65 years of age.

With these words, I express my thanks to the hon. Minister, Shri Mukul Roy, and expect that under his leadership, one day, this country will run the Railway Minister in a very glorious manner.

*SHRI N. PEETHAMBARA KURUP: The Railway Budget 2012-13 was presented in the House on 14 March, 2012 by Shri Dinesh Trivedi, the then hon. Minister for Railways.

Railway is the life line of the nation. The railway network is spread throughout the country, like the nervous system of the body. Any increase or decrease in the fares of journey or freight directly affects the teeming millions of our nation. A Calculation of the proposed hike shows a

*Speech was laid on the Table.

significant percentage increase up to 20% or more, in the fare of some non-AC long distance sleeper class tickets and upto 30 percent hike in upper classes. For example, the train fare for the sleeper class from New Delhi to Trivandrum shows an increase of Rs. 155/- per ticket. But the proposed hike would help the Railways only to come out of the I.C.U. Hence the Railways has to find ways to earn through other means. It can utilize its vast land for commercial purposes to find money like the Delhi Metro.

It is very difficult to stand in our platforms, especially in big stations because of the foul smell of human excreta emanating from the railway lines. A recent study shows that constant falling of the human excreta on the railway tracks leads to early corrosion of the tracks. Similarly, the railway workers who have to undertake repair jobs under the bogies covered with human excreta find it extremely difficult to do their jobs.

Burglary and duping of passengers by anti-social elements is rampant in the Indian Railways. Toilets in the coaches are not cleaned at regular intervals. There have been complaints that the luggage of the passengers are bitten by rats and cockroaches creeping through the berths. Many of the coaches are outdated and very old. The quality and quantity of food served to the passenger is very poor. Headless and chopped dead bodies are found as luggage in the coaches. Passengers have to run and compete each other to collect drinking water on the platforms. Reservation tickets are not available for long distance trains even if one tries to get the same four months in advance.

The Railways need rupees seven lakh thirty five thousand crore during the next five years for the projects like safety, modernization, other developmental works, new trains, new lines etc. But the present hike would help generate only Rs. 4,500 crore in 2012-13, much needed funds at a time when Railways have failed to meet many of their earning targets. Majority of the Railway Unions have threatened to go on a strike if a rollback of the proposed increase in fares is done. They have complained that they are not getting their TA for the last two months. They fear that if the fare is not increased even after 9 years, the Indian Railway will be in a debt trap like that of the Air India. Therefore, I urge upon the Government to save the organization from loss and make it economically viable. It should be able to stand on its legs instead of begging for assistance for its day-to-day expenditure at a later stage.

It is heartening to note that this year's Rail Budget

has given prime importance to security and modernization. It is a people's budget. The Anil Kakodkar Committee suggested that the Railway required one lakh crore rupees for improving its safety during the next five years. The Sam Pitroda Committee report points out the need for six lakh crore rupees for modernization and developmental projects of the Railways. The committee also suggests to find out the money by using the railway land for commercial purposes, through Government help and by introducing a security cess. It is a welcome suggestion to appoint an independent regulatory authority to decide about the fare for the Indian Railways in future. The suggestions for setting up of wind plants, solar stations, SMS tickets etc are far reaching innovations. The proposals for green toilets in the trains will change its bad name as 'moving toilets'.

In China the distance between Beijing and Shanghai is equivalent to that of Delhi and Mumbai. The time taken by the bullet train in China to reach Shanghai from Beijing is just 5 hours. At the same time, it takes 17 long hours to reach Mumbai from Delhi by our fastest train Rajdhani Express, provided the train is not delayed. I, therefore, urge upon the Government to introduce bullet trains in India at the earliest so that people can reach destinations within less time and money. More air travelers will be attracted to the Indian Railways when they can see that railway is faster and is the cheapest mode of transport.

But at the same time, I am pained to state that the Railway Budget could not satisfy the much needed requirements of Keralites. They are as follows:

1. While the budget announced 75 new express trains and 21 passenger trains, Kerala got only one weekly express train. At the same time, Andhra Pradesh, Karnataka and Tamil Nadu got 23, 17 and 10 new trains.
2. Hundred acres of railway land at the Kollam and 65 acres of railway land at Paravur railway stations can be utilized by the Deptt for infrastructure development as well as for commercial purposes. A waiting shed should be constructed at Kollam railway station so that the head load workers and porters can take rest there.
3. The demand of Kerala for the Thiruvananthapuram-Kazargode express Railway corridor has not been included in the Budget.
4. There is no mention in the railway budget about the future of Sherthala Wagon Factory.

5. Kerala has been neglected for long in the matter of infrastructure development of railways.
6. The fund allotted for doubling up and electrification of railway lines in Kerala is meager and the same should be increased.
7. The railway budget did not allot any amount for providing automatic signal system in Kerala.
8. Coach identification boards needs to be installed on railway platforms in Kerala.
9. The work regarding change of metre-gauge to broad-gauge of the Punalur-Shenkotta railway line is yet to be completed. It should be completed urgently by allocating the required fund.

I, therefore, urge upon the hon. Minister of Railways to take necessary steps to make the Indian Railways financially sound and to raise the standard of the organization to that of world standard.

The spiritual tourism can be operated by the Railway in a very good manner and can mint money to make the industry profitable.

*SHRI HARIN PATHAK (Ahmedabad East): I wish to lay on the Table of the House some of the genuine demands and request for the development of Railway facilities in the State of Gujarat:

1. You will be aware that the Head Quarter of Western Railway is at Mumbai, while more than 90% railway network of Western Railways is spread in the territory of Gujarat. It is the long pending demand of the people of Gujarat that the H.Q. of Western Railway should be shifted from Mumbai to Ahmedabad. I would kindly request to fulfill this demand.
2. There are 6 divisions of Western Railway which are in the State of Gujarat and Rajasthan, out of which 4 are in Gujarat i.e. (i) Ahmedabad, (ii) Baroda, (iii) Rajkot, and (iv) Bhavnagar, and 2 are in Rajasthan i.e. (i) Ajmer, and (ii) Ratlam, which are nearer to Ahmedabad than Mumbai. For the smooth functioning of the Western Railways, till the H.Q. is shifted to Ahmedabad, I request you to kindly establish a Western Railway Zone at Ahmedabad which should include all these 6 divisions.
3. There are large number of people from Uttar Pradesh, Bihar and West Bengal staying in

Ahmedabad and its nearabout areas. I would humbly request you to introduce a new super fast train from Ahmedabad to Kolkata via. Allahabad and Varanasi.

4. (i) Train No. 2493, the original train from Ahmedabad to Jammu Tawi, now runs on Saturday, (ii) the same Train No. 2475, now running from Hapa (Saurashtra) to Jammu Tawi on Wednesday, and (iii) the same Train No. 2477, now running from Jamnagar to Jammu Tawi on Tuesday. I request you that without disturbing the above mentioned schedule of Sarvodaya Express, kindly increase the frequency of Train No. 2493 i.e. Ahmedabad to Jammu Tawi for the rest of the days i.e. Monday, Thursday, Friday and Sunday.
5. The Railway Ministry is planning to ply one Bullet Train in various parts of the country, I request you to start a Bullet Train from Ahmedabad to Mumbai.
6. Looking to the heavy traffic between Ahmedabad to Mumbai, the demand of third track has been accepted by the Railway Ministry long back and all the survey work have already been completed. So I kindly request you to include funds in this Railway Budget for the third track Ahmedabad to Mumbai.
7. Being the 6 largest of the country, the Ahmedabad Railway Station should be upgraded to World Class Railway Station, as declared in last year's budget. Kindly pursue this matter immediately.
8. In 2010's Railway Budget, the hon. Leader of Opposition and myself has requested to start a Garib Rath Train from Gandhinagar to Mumbai. Till date it has not been started, so kindly include this train in this year's budget.
9. To increase height and width of Railway Track or to remove the supporters from Railway Bridge (Garnara) SSP-12/06, IP-12/D6 Near Kishore Gurnomal High School, Bunglow area.
10. Considering the population of Dehgam, increase the daily quota of Mumbai/Delhi Railway tickets.
11. To reopen the I.C. No. 39 at Rakhiyal, Taluka-Dahegam (Ahmedabad-Khedbrahma Railway Line).
12. To start Computerized Reservation Counters at Dehgam and Rakhiyal Railway Stations.
13. To modernize Dehgam Railway Station.

14. To modernize Chandkheda Railway Station which includes facility of drinking water, tea-stall, lavatories, benches for the passenger, etc.
15. To start local trains between Ahmedabad and Amreli via Savarkundla, Dhari and Veraval.
16. Conversion of Amreli Meter Gauge Line into Broad Gauge Line.
17. To start new train between Ahmedabad-Palitana.
18. Gauge conversion of rail line (i) Ahmedabad-Mahesana-Taranga-Ambaji (Ahmedabad-Mehsana in Broad Gauge); (ii) Surendranagar-Dhangadhra; (iii) Ankleshwar-Rajpipla (iv) Bhavnagar-Mahuva; and (v) Bhavnagar-Dhara- Surendranagar.
19. Construction of new railway lines (i) Ahmedabad-Khedbhrama-Ambaji; (ii) Viramgam-Sankheshwar; (iii) Nadiad-Tarapur-Kheda Matar; (iv) Mahesana-Hari-Radhanpur; and (v) Vejalpur-Botad.
20. Gauge conversion of Ahmedabad-Udaipur railway line; kindly allocate substantial funds for the development.
21. Here, I would like to draw your kind attention that as till date nothing has been done to make Ahmedabad station to world class station.
22. Ahmedabad, Surat, Baroda, Rajkot, Bhavnagar, nothing has been done for establishing multifunctional station.
23. I would draw the kind attention of Railway Minister to kindly expedite the last year's announcement of establishing a medical college at Ahmedabad. Nothing has been done so far.
24. Gauge conversion of Ahmedabad-Udaipur railway line, kindly allocate substantial funds for the development.
25. Gauge conversion of rail line (i) Ankleshwar-Rajpipla; (ii) Vankaner-Bhuj-Nalia; and (iii) all Narrow Gauge railway lines under the jurisdiction of Vadodara Railway Division.
26. Construction of new railway line (i) Daman-Nasik; (ii) Tarapur-Mahemdavad; (iii) Rajkot-Jaipur-Marwad; and (iv) Porbandar-Porbandar Port.
27. Gauge conversion of Bhiladi Samdari railway line.
28. Construction of missing link between Patan and Bhiladi (broad Gauge Line).
29. Development of rail linkages for DMIC- Doubling for Broad Gauge Rail Line (i) Bharuch-Samni-Dahej; (ii) Surendranagar-Botad-Dhasa-Rajula-Pipavav; (iii) Surendranagar-Mehsana-Viramgam; (iv) Palanpur-Bhildi-Samakyail-Gandhidham-Mundra.
30. Gauge conversion of existing MG/NG Rail Line (i) Dahej-Samni-Bharuch; (ii) Ahmedabad-Botad-Bhavnagar; (iii) Viramgam-Samakhyali; (iv) Navlakhi-Malia-Rajkot; (v) Mehana-Viramgam; (vi) Viramgam-Surendranagar; (vii) Samakyali-Gandhidham-Kandla; and (viii) Dholera-Bhimnath.
31. Providing facility of Double Stack Container on Kandla - Bhatinda railway line.
32. Okha to Varanasi Train No. 9569 express train, which is running once in a week, should be made thrice in a week.
33. Ahmedabad to Gorakhpur Jan Sadharan Express which is running once in a week, should be made thrice in a week.
34. Introduction of new Jansatabdi Train from Gandhinagar to Mumbai.
35. Kindly develop the following stations to reduce the passenger and freight load at Ahmedabad; (a) Sabarmati Railway Station; (b) Dehgam Railway Station; and (c) Maninagar Railway Station.
36. As the famous Golden Temple is situated in Amritsar, hundreds of pilgrims specially of Sikh community, from various parts of Gujarat visit Amritsar. In larger interest of pilgrims, a new direct express/super fast train from Ahmedabad to Amritsar should be started.
37. Change of route of Super Fast Train from Ahmedabad to Gorkhpur through two suggested routes instead of the route that is in budget i.e. (i) Ahmedabad-Nadiad-Anand-Borodo-Godhra-Dahod Ratlam-Nagod-Kota Ganganar-Agra-Itawa-Kanpur-Unnao-Lucknow-Barabanki-Gonda-Basti-Khalilabad-Gorakhpur; and (ii) Ahmedabad Nadiad-Anand-Godhara-Dabod-Ratlam-Ujjain-Bhopal-Sagar-Lalitpur-Kanpur-Unnao-Lucknow-Barabanki-Gonda-Basti-Khalilabad-Gorakhpur.
38. Porbandar to Motihari Express train runs a week, it should be made daily.
39. Sabarmati Express which is a long journey train

does not have any panty, kindly give one Pantry Car in this train.

40. 90% of the railway line of Western Railway are passing through the State of Gujarat, but there is not a single Railway project (coach factory) in Ahmedabad, Gujarat. I request you to establish new Railway coach factory in Ahmedabad, Gujarat or upgrade Dahod, diesel and electric engine repairing shed in the upcoming Railway Budget.

I strongly oppose the hike in passenger's fare of all classes in the trains and request the Railway Minister to withdraw the increase in the fare including platform tickets.

I also strongly oppose the hike in the freight of the following items before budget is presented. On 5 March, 2012 late night Railway Board issued circular of withdrawing relief which was given concession in the freight of essential commodities including Milk and Milk powder, Fertilizer, Coal and Food Grains etc. Because of the withdrawal of relief given under section 130A the freight of all these items have been increased by 36%. So the prices of Foodgrains, Fertilizer, Milk and Milk Product, Coal would be increased per ton from Rs. 350 to Rs. 600. The common man including farmers will suffer a lot because of this increase. So I request you to withdraw the circular and continue the relief given under section 130A to all these items.

*SHRI ADHALRAO PATIL SHIVAJI (Shirpur): I wish to draw the kind attention of the Government towards several important long pending genuine demands of the commuters of Railways from Maharashtra and especially from my constituency.

Recently, prior to the presentation of Railway Budget Hon. Railway Minister, all the Members of Parliament from Maharashtra and Chief Minister of Maharashtra had met at Mumbai. Among other matters, there was discussion on providing a new Pune-Nasik-265 Kilometer railway line. In this meeting, the Hon. RM had requested the State Government to contribute 50% to the Pune Nasik project as a State share, assuring materialia that the Railway Ministry will consider this line in the Railway Budget. I have been given to understand that the Government of Maharashtra has already sanctioned the required amount of 940 Cr. (50% share) for the Pune-Nasik-265 Kilometer railway line.

In the Railway Budget, this Project has not been

taken on board and the proposal has been forwarded to Planning Commission. Nasik is a fast developing city and if connected with Pune, it would add to its all round development and give tremendous boost to Business and education this area. Railways will also get high revenue benefit of this proposal.

It is also pertinent to mention here that about the problems being faced by the residents of Koregaon Mul and Pune- Miraj route of village Fursungi, Taluka Haveli, District Pune on Pune - Daund railway route. The railway gates at both the places are closed permanently from 9.00 P.M. to 6.00 A.M. daily causing inconvenience to the residents of these areas as they can't work till late night. The industrial labourers who are working in three shifts in this area are the most sufferers. It is requested that keeping in view the inconvenience caused to them, these gates are kept open for 24 hours and closed only at the time of passing of trains.

Besides these major issues, there are several other issues pertaining to the daily railway commuters from my constituency, towards which I wish to draw your kind attention. They are—

- Re-introduction of Daund-Pune shuttle express at 04.30 hrs.
- Opening of two independent ticket counters exclusively for the commuters between Daund and Pune.
- Introduction of facility to get return ticket from Daund.
- Reserving four coaches for the commuters traveling from Daund in Baramati-Daund-Pune Shuttle Express.
- Introduction of local train services between Pune and Daund.
- Halt of Tirupati Express, Pune to Nagarkoil Express, Pune to Latur Express, Pune to Bangalore Express, Chennai-Mumbai Express, Mumbai-Pandharpur Express etc. at "Uralikanchan" and "Loni Railway Station".
- Electrification of Pune-Daund railway route.
- Introduction of new Express train between Pune to Amravati to reduce the heavy load on Gondia Express.
- Introduction of new trains between Pune to New Delhi via Bhopal.

- Earmarking of separate ticket counter for Ladies.

All these issues are very important and are of convenience to the daily railway commuters of this area.

* SHRI P.C. GADDIGOUDAR (Bagalkot): At the outset, I would like to take this opportunity to congratulate the hon. Minister for placing the Railway budget in Parliament on 14th March, 2012. On behalf of the people of Karnataka as well as from my Constituency i.e. Bagalkot for including BADAMI as one of the Adarsh Stations to be taken up in 2012-13 as well as Doubling Survey as Gadag-Solapur. I would like to bring to your kind attention some other long standing demands of my Constituency which are not been considered in the Railway Budget 2012-13.

Bagalkot district has huge deposits of natural ores like lime stone, dolomite, granite, iron ore etc. 12-14 sugar factories, several cement units, granite processing units are located. At Kudagi near Bagalkote a 4000 MW thermal power plant is coming up shortly. This constituency consists of Historical places like Badami, Aihole, Pattadkal, Banashankari temple, Kudala-sangam, Basavanbagewadi etc. Bagalkot is also the central place for carrying and the forwarding of major Agricultural and Horticultural produces like Maize, Bajra, Pomegranate and other fruits.

Considering all the facts, I would request you to consider the long standing demands of my constituency, Bagalkot.

- Land Acquisition work was in progress in connection with construction of Railway line between Bagalkot and Kuduchi, people of Lokpur are requested for change of alignment in some portion as there is huge deposite of Lime Stone and Dolomitr ore. Therefore the Land Acquisition work is stopped. I request you to take necessary steps to resolve as early as possible and adequate fund may also be provided.
- HOLE-ALUR is one of the important Railway Station on Bijapur Gadag line which facilitates the passengers of around 60 villages around this place. The people of these villages are working at far off places in Factories and in Defence sector all over India. But people have to go upto Gadag or Bagalkot Stations which are far away for making reservations. Hence PRS facility should be introduced immediately for the befit of the people especially Defence personnel's. As this station caters to

thousands of passengers daily, up gradation of railway station with computerized reservations facility is the need of the hour.

- Railway Health unit is to be looted at Bagalkot to cater to the Medical needs of Railway employees working/stationed in between Bijapur and Gadag stations.
- MALLAPUR Railway Station is also very important station, at present there is no facility for the passengers. Therefore construction of Waiting room, Reservation Counter and drinking water facilities are required at Mallapur Railway station. I also request you to give stoppage to all the trains which are running through this station as there is passengers from more than 60 villages are used to travel in these trains.
- Accident Relief Facility to be provided at Bagalkot.

Goods handing facility:

I request you to upgrade the GOODS HANDLING FACILITY at Bagalkote and it has to be made as Major Train Checking Point and Major Goods Wagon Repair Point with adequate allied infrastructure. At present the goods wagons are handled at the passenger station at Bagalkote, which is located well with in the city.

Training facility:

As South Western Railway is a new zone and to cater to it's needs of staff and personnel I request for establishing a ZONAL TRAINING CENTRE at Bagalkot.

Survey work for the new line between Alamatti-Kudalsangam-Ilakal-Koppal has been completed. This should be included in the new lines.

New trains:

The below said new trains and rerouting of the trains are to be included in % the Supplementary Railway Budget.

- Passenger train from Gadag-Bijapur in the morning especially around 7.30 am and back.
- One passenger train from Bagalkot to Pandharpur may be started in the morning.
- Inter City Train between Hubli-Sholapur
- There are many business peoples and also students going towards Coimbatore, Tirupur, Cochin and also pilgrims going to Sabarimalai, Guruvayur and Kannya-Kumari. Hence one train from Sholapur or Bijapur to Kannya-Kumari via Bagalkot, Hospet, Bellary, Dharmavaram, Coimbatore may be started.

- (e) DURANTO Express to be started Ex Bangalore City via Bellary, Hospet, Gadag, Bagalkote, Bijapur, Sholapur to New Delhi or on an alternative route of Bangalore City, Tumkur, Arsikere, Chickjajur, Rayadurga, Bellary, Hospet, Gadag, Bagalkote, Bijapur, Sholapur to New Delhi.
- (f) HUBLI-MUMBAI via Gadag, Badami, Bagalkote, Bijapur, Sholapur.
- (g) HUBLI-NEW DELHI via Gadag, Badami, Bagalkote, Bijapur, Sholapur.

Rerouting of Trains:

- (a) BASAVA Express (No. 17307/17308) may be extended upto Mysore.
- (b) Train No. 2429 Rajadhani Express is to routed via Hospet, Gadag, Bagalote, Bijapur twice a week.
- (c) At present train No. 2649 Samparka Kranti Express is running via Hubli for twice a week and via Secunderabad Five days a week. Now I request your good self to route this train via Gadag-Bagalkote-Bijapur for atleast thrice a week.
- (d) GOLDEN CHARIOT TRAIN is to be extended upto Bijapur since it is an important Historical place.
- (e) Train No. 12781 from Mysore to Nizamuddin is to be routed via Gadag, Badami, Bagalkote, Bijapur, Sholapur.. Once a week.
- (f) Train No. 65130 from Hyderabad to Bijapur to be extended upto Bagalkote.
- (g) Train No. 51029 from Mumbai to Bijapur via Pune to be extended upto Bagalkote.
- (h) Train to Chennai via Bagalkot, Hospet.

As of now 46% area or 81 talukas of Karnataka do not have any railway line and the proposed new lines will integrate these areas with the developed areas.

Therefore, I urge the hon. Minister of Railways to kindly include the above requests, long standing demands of people of Bagalkot constituency in the supplementary budget.

*SHRIMATI PARAMJIT KAUR GULSHAN (Faridkot):
Every year when the Railway Budget is presented the attention of the entire people is drawn towards it,

specifically of those whose areas have not been connected by rail with the rest of the country even after 65 years. Every year it is presented with same old issues in a new bottle with announcements of some new trains, railway lines, railway bridges and many more. Whether the announcements made in the earlier Railway Budget have been fulfilled? Whether those announcements brought about betterment to the people or not? None of the Railway Ministers till date has taken any interest in it.

This year's Budget will be recorded in the Golden Pages of history. It has happened for the first time in the history of Lok Sabha that the Railway Minister had to resign immediately after the introduction of the Railway Budget. The members were also not sure whether there would be a discussion on the Railway Budget or not and which Minister would give the reply after the discussion.

I remember a story which fits in the situation in which Mr. Trivedi is now. One boy was not getting married so some one suggested that he should make an offering of milk on the Samadhi of Pir-Matai. He started offering milk. On the seventh day he went to the Samadhi with the offering of milk, he heard a voice asking him to return to his home. He was happy thinking that some one might have come for asking his hand for marriage. He was still thinking when he again heard a voice asking him to go home as his mother has passed away. He repented and said Oh! great Pir-Matai I expected something from you but now you have taken away even my mother. This has happened to poor Trivedi Ji. With great enthusiasm and happiness he had presented the Budget and he couldn't get it passed but even lost his job.

The UPA Government is running without wheels. The country doesn't know when a Minister will submit his resignation and when a Minister will end up in prison.

When we see the Railway Budget in the context of what has been given to the state of Punjab, it is a big disappointment. In my parliamentary constituency, Moga is a big city which is the heart of the Malwa belt. It was given the status of a municipality in the year 1930 and made it the District Headquarter in the year 1995. Before 1947 this city was connected by the British Government with Delhi directly, but this direct connectivity was stopped after 1947. Till date Moga city has no direct connectivity with the other parts of the state. Having represented my constituency for the last three years I have raised this demand at every forum i.e. in writing or verbally and even on the floor of the House, even with the Prime Minister and every Minister. After all these efforts they have given us

* English translation of the speech originally delivered in Punjabi.

peanuts i.e. the connectivity has been restored but only for two days. I request the new Minister that this be restored for all the days of the week.

After demanding for 7 years, Guru Parikarma has been started between Sri Amritsar and Patna Sahib and Nanded (Hazur Sahib) which had been sanctioned during the NDA Government. This train should run daily between these sacred places and it should connect all the five sikh takhts instead of three takhts. As a result lakhs of people will be able to visit these Guru Dhams and thus also lead to revenue generation for the Railways.

Amritsar - Hazur Sahib Nanded Express should run daily instead of a single day in a week because the waiting list for this train is running for months.

Other than this no big project has been sanctioned for the state of Punjab in the Railway Budget. Ludhiana - Chandigarh Railway Line Project is hanging for a long time without completion and nothing has been made clear about it in this Budget. There is a demand of the people that this line be extended upto Amritsar.

With a heavy heart I want to bring to the notice of the Railway Minister that Malwa belt of Punjab has been ignored in this Railway Budget. Whereas 2/3rd population of Punjab is concentrated in this belt. Bhatinda has Asia's second biggest railway station and is also having a big Army Cantonment. It has a big oil refinery with investment of Rs. 14000 crores, has the world's biggest cotton market, has four big thermal plants and is a big educational hub. A central university has also come up there. NFL is having its plant in Bhatinda and a twenty thousand people travel everyday from here. It is a very sad state of affairs that there are only 5 porters at Bhatinda Railway Station, no ramp for handicapped and elderly persons, no proper facility of drinking water, toilets, benches, waiting rooms and near pathetic state of cleanliness.

It has been a long pending demand of Malwa region that Shatabdi Express be introduced between Delhi and Bhatinda via Faridkot and Ferozepur and back. For the last 7 years all the MPs belonging to SAD (Shrimoni Akali Dal) including our party President Sardar Sukhbir Singh Badal have requested the Hon. Minister that Shatabdi Express be started from either Bhatinda or Faridkot but with no effect. 75 new express trains have been announced in the Railway Budget but not even one for Malwa from where lakhs of people travel to Delhi and return after doing their business.

We have been time and again demanding the

upgradation of railway stations at Bhatinda, Mansa, Ferozepur, Faridkot and Jaits by raising the matter in the House and also by written representation as these stations are bereft of basic amenities, but in vain.

Sri Ganganagar - Haridwar Intercity Express has only one AC coach, I requested Lalu Ji on this and he had introduced one additional coach but it has been removed again without any reason. As there is a long waiting list for AC coach I request that an additional coach be attached with this train. Sri Ganganagar Sarai Rohilla stoppage be introduced at Malout and it should run daily.

Five years back Railway Minister had announced that Anandpur Sahib will be connected with Sri Amritsar Sahib, Rama Mandi, Maur Mandi and takht Shri Talwandi Sahib. Three time surveys have been done but what is the use of such surveys and announcements if they are not fulfilled.

One year has passed since the completion of Fazilka — Abohar Ludhiana Chandigarh railway line. Final inspection has also been conducted, but I don't understand why there is delay in opening this line. People are angry, why this is not been opened. This should be opened so that it generates revenue for the Railways also.

Nangal dam to Haridwar and from Nangal dam to Bhatinda new trains should be introduced.

The Health Department has found out that Railways are also be responsible for the spread of cancer because the wagons which are used for the transportation of grains are also used for carrying fertilizers and insecticides. These fertilizers and insecticides percolates into the grains and thus enters the food chain leading to spread of epidemics and health problems to the people.

The stations are full of rats due to lack of cleanliness. They are also found even in Shatabdis thus infecting the food and spreading diseases. In fact Railways are responsible for these problems.

The freight corridor should be extended from Ludhiana to Amritsar. More wagons must be given to Punjab for moving of stock of gains and fertilizers.

Lastly I want to put across the views of the people of Punjab that modernization of Railways is very important. The railway lines, bridges and railway stations must be modernized and upgraded as they are not properly maintained and causing big accidents. The railway lines which have unmanned crossings should be reduced in number.

I want the Railway Minister to remember that the country is giving money to the railways for its modernization. In the Five Year Plans Rs. 1,50,000 crore has been allocated for your use. Thus safety and modernization should be your priority. Safety and facilities of the passengers should not be compromised at any cost. Lastly I would like to remind the Hon. Minister that the Railways have always been discriminatory towards Punjab and our state is always neglected. There is severe shortage of Shatabdis in Punjab. I request that in future all our demands must be met pertaining to Railways. With these words, I conclude.

[*Translation*]

*SHRI P. L. PUNIA (Barabanki): First, I would like to thank hon. Shri Dinesh Trivediji and Shrimati Sonia Gandhiji for providing jobs to the dependents of the victims of Unchahar Railway accident on my request, made during the discussion on the Railway Budget 2011-12. Though in the Railway Budget for the year 2012-13, only two projects have been sanctioned for my Lok Sabha Constituency, Barabanki, which includes doubling of Jahangirabad-Barabanki railway line and survey for undertaking doubling work of Barabanki-Faizabad-Ayodhya-Zafrabad railway line.

I do not want to quote the figures given in the Budget as my eminent colleagues have amply discussed them. After going through the Budget it will become clear that it is a development-oriented and dynamic budget which ensure continuity.

In this Budget, the Annual Plan outlay has been targeted at Rs. 60,100 crore, which is the highest ever plan outlay so far.

The hon. Minister of Railways has seriously paid attention towards the railway accidents occurring throughout the country and therefore decided to constitute a corporation named Rail-Road Grade Separation Corporation of India to take care of unmanned level crossings which are a major cause of accidents.

In this budget several important decisions have been taken in regard to improvement of passenger amenities which mainly includes increasing the frequency of trains to manage crowd during the summer. A decision has also been taken to provide all facilities to the railway passengers.

In this Railway Budget, passenger fares have been

increased and I agree that this increase is minimal because I can feel the pulse of the people as I am in contact with them. The news channels have also echoed the positive opinion of the common man. The common man expects that he should have a hassle-free journey, the trains and the stations should be clean and tidy and there should be no hiccups in performing the journey and the Indian Railways have made efforts in this direction.

While participating in the discussion on the budget presented by the hon. Minister of Railways, I request him to include the following works in the Railway Budget 2012-13.

Reacting on what is contained in Para 111 of the Budget Speech of the hon. Minister, all the hon. Members have expressed dissatisfaction on providing the desired stoppage in the backdrop of slowing down the speed of the trains. However, I would like to tell the hon. Minister that Railways is not meant for only those persons who reside near major stations. Rail transport is the only medium which connects the villages and towns with big cities. I apprised the hon. Minister of Railways several times by writing a letter that my Lok Sabha Constituency is a very backward area and even the Ministry of Human Resource Development has declared this as an educationally backward area. Besides, Barabanki is a minority and weaver dominated area. The UPA Government is always, committed to the welfare of these sections of society. The weavers of this area conveniently upload and download their freight from the major stations of Barabanki. While not requesting to provide stoppage of trains like Rajdhani or Shatabdi, I request to provide stoppage of the following trains. I hope the hon. Minister would take appropriate decision in this regard:

Sl. No.	Train No and Name	Name of the Station where stoppage has to be provided
1	2	3
1.	12555-12556 (Gorakhdham Express)	Barabanki
2.	18201-18202 (Durg-Gorakhdham Express)	Barabanki
3.	14307-14308 (Allahabad-Bareilly Passenger)	Mallihabad, Barabanki

1	2	3
4.	13237-13238 (Patna-Mathura Express)	Barabanki
5.	14205-14206 (Faizabad- Delhi Express)	Barabanki
6.	15211-15212 (Jan Nayak Express)	Fatehpur, Barabanki
7.	15209-15210 (Saharsa Amritsar Jansewa Express)	Fatehpur, Barabanki
8.	15210-15211 (Amritsar Saharsa Jansewa Express)	Fatehpur, Barabanki
9.	14015-14016 (Sadhbhavna Express)	Haidergarh

An Overbridge at Barabanki-Devan Route

I would also like to draw the attention of the hon. Minister of Railways towards Barabanki-Devan route. The distance between Barabanki and Deva Sharif is only 13 kms but Gorakhpur Howrah trunk line and Lucknow-Banaras trunk line exists on this way and the people have to wait for hours due to the closure of railway crossing. I had suggested the hon. Minister of Railways to construct an overbridge at this route. Though sanction has been accorded for constructing an overbridge however consent of the State Government in regard to elimination of unmanned level crossing after construction of an overbridge, is being awaited. Hence, I request the Minister of Railways to initiate the construction work of overbridge on this route as early as possible.

MEMU train between Ayodhya- Barabanki-Kanpur, the places for pilgrimage:

Last year also, during discussion on the Railway Budget, I placed a demand for introduction of MEMU Train between Ayodhya-Barabanki (Deva Sharif)-Kanpur, the places for pilgrimage, however the demand has not been fulfilled in this budget also. No proper road connectivity is available on this route and if the facility of MEMU train is introduced on this route then certainly it would increase the revenue of the Railways. Earlier this facility was available but during the last few years this facility has been withdrawn.

Model Railway Stations:

Development of hundreds of railway stations has become possible under "Adarsh Station Scheme". In the year 2010, a decision had been taken to upgrade Barabanki Station of my Lok Sabha Constituency as model station but as on date at this station, no facility of model station is available like air-conditioned waiting room, separate building for railway ticket reservation which is urgently needed there. Last year, during discussion on the Railway Budget 2011-12 and afterwards also I had requested for the upgradation of Fatehpur Railway Station of Barabanki district as model station, but it has not been included in this year's budget also. Therefore, I would once again like to request the Government to make announcement that Haidergarh Railway Station would be upgraded as a model railway station.

Upgradation of Medical Facility at Barabanki Railway Station:

The hon. Minister of Railways, during his budget speech, made an announcement regarding development of health care infrastructural facilities on the railway land. In this regard, the name of Barabanki railway station is included in the proposed sites for the opening of 50 OPD and diagnostic centres, but no work has been initiated yet on the site. Therefore, I request for the initiation of the said work at Barabanki railway station and by extending this facility, a Trauma Centre should be set up at the proposed site. I would like to tell that Barabanki is situated at a distance of only 28 kilometres from Lucknow. Lucknow is the divisional headquarter of both Northern and North Eastern Railway. The Gorakhpur railway line of North Eastern Railway and Varanasi line of Northern Railway passes through Barabanki, which is the nearest station from here. Lucknow, which is the divisional headquarter of both the railways and also being a capital city of Uttar Pradesh, there is heavy demand for medical facilities and if the modern medical facilities are developed at Barabanki station then it will not only reduce pressure on Lucknow but the people of nearby districts like Gonda, Balrampur, Bahraich and Shrawasti would also be able to get the benefits of these medical facilities.

Finally, I congratulate the hon. Minister of Railways for presenting this revolutionary Railway Budget and hope that the Government would certainly take action at the earliest considering the suggestions given by me. I strongly support this Budget.

SHRIMATI SANTOSH CHOUDHARY (Hoshiarpur):
First of all, I would like to congratulate and give good wishes on behalf of my parliamentary constituency, Hoshiarpur (Punjab) and myself to the Minister of Railways (Government of India) for presenting the railway budget (2011-12).

My Parliamentary Constituency, Hoshiarpur has remained neglected from railway connectivity point of view. Though train used to run before independence through Hoshiarpur, but unfortunately in the fast pace of development after independence, Hoshiarpur gradually became extinct from the railway map. Though, I have been elected third time as Member of Parliamentary in Lok Sabha, but this is the first time that I have been elected from Hoshiarpur.

In 2009-10, the hon'ble Mamta Didi had tried to fulfill the requests made by me. The people of Hoshiarpur are grateful to her. I expect that remaining work will also be completed which is as under.

1. Hon'ble Minister, my parliamentary constituency comprises of three districts—Hoshiarpur, Kapurthala and Gurdaspur. The irony is that — Shri Hargovindpur in district Gurdaspur is still not connected with railway. The people of that area have not seen any train in their life time. I hope that the time will come when the assembly constituency (Shri Hargovindpur) will be connected with railway line and will make its mark on railway map.
2. The survey work in regard to new railway line from Tanda to Hoshiarpur has been completed. The Ministry of Railways is making efforts to make budgetary provisions. Hoshiarpur-Una survey has also been completed. Its report has been sent to the Planning Commission in the budget of 2011-12. I would like to give thanks to the Minister of Railways for including the proposal moved by me in regard to the new railway line from Hoshiarpur to Phagwara, in the railway budget 2012-13.
3. On heavy demand from the people a direct train from Delhi to Hoshiarpur should be introduced.
4. Only two coaches for Hoshiarpur are attached in Jammu Mail originating from Delhi and they are left on mercy of god at Jalandhar railway station. The department do not adhere to the Time Table. The hapless passengers reach Hoshiarpur battling with mosquitoes.
5. I would like to request that alongwith the existing two coaches, two more AC coaches should also be made available so that we people may also be able to travel to our constituency by train and residents of Hoshiarpur may also be able to enjoy railway facilities.
6. Stoppage for Swaraj Express train 12472-12471 should be provided at Dashwan and Mukerean Railway stations.
7. Duranto Train introduced by Mamta Didi has not proven very successful as expected. The name of this train should be changed to Superfast and it should be provided stoppage at Jalandhar, Phagwara and Ludhiana stations so that railway may not have to suffer losses otherwise this train may have to be discontinued due to low passenger footfall.
8. Hoshiarpur is backward and hilly area. 75% people of the area are living in foreign countries. Though Hoshiarpur and Phagwara railway stations have been included in 'model railway station' list, but in actual work is going at very slow pace. The provision for construction of Park, waiting room, toilet, platform and access road should be made at the earliest. There is no provision of shed for loading and unloading of food, fertilizers and other items. The provision for it should be made at Nasrala railway station.
9. Hoshiarpur is gateway to Himachal and also a tourist site. The tourists to Dharmshala, Kangra, Kullu-Manali and other pilgrim sites pass through this place. Our hon'ble Prime Minister, Dr. Manmohan Singh got his education at this place and also worked as teacher.
10. There is no quota of ticket for Hoshiarpur the provision for quota seat should be made for this place. I would like to give many thanks for restarting DMU train from Hoshiarpur to Firozpur.
11. Train No. 2471/2472 Swaraj Express should be provided stoppage at Dasooaha railway station, because no train runs for Jalandhar-Delhi from Dasooaha railway station between 12 noon and 8 pm.
12. There is dire need to make provision of basic facilities at Mukeria, Dasooaha, Tanda, Hoshiarpur, Nasrala, Jejo, Phagwara railway stations.

13. Electricity should be especially provided at railway stations.
14. A factory for spare parts should be set up through PPP model on vacant railway land so as to youths of Kandi area may get employment.

In the end, I would like to request the hon'ble Minister that the holy land of Hoshiarpur which is famous for Bhrihu Vedant and is a gateway to Himachal and is linked to Sonalika Tractor Heritage from where railway earns revenue of around Rs. 20 to 25 crore is striving for the blessings of the hon'ble Minister and Ministry of Railways. In 1905, the railway line from Hoshiarpur to Afghanistan via Jalandhar, Amritsar, Peshawar was laid. At that time, 16 coaches train used to run on the said route, but after independence, luck did not favour Hoshiarpur in case of railways. Please get approved new railway line proposals presented by me from the Planning Board and try to realise the dreams of Hoshiarpur residents. All of us will be grateful to you.

*DR. KIRIT PREMJBHAI SOLANKI (Ahmedabad West): The trend, so far is such that every time Gujarat has been neglected in the railway budget till date. The genuine demands of Gujarat have been overlooked during the past many years. With regard to the railway facilities for Gujarat, a few services are provided on Mumbai-Ahmedabad and Delhi train route-where it be a new train or any other facility.

I would like to say that the areas covered under North Gujarat and Saurashtra of Gujarat have been isolated from the mainstream of the railways. North Gujarat and Saurashtra are very backward areas and these places have not been able to developed due to inadequate train connectivity. The road traffic is increasing in both these regions due to inadequate trains. It is due to poor and inadequate transport facilities that the people in backward areas have to bear the burden of expensive fares and put their lives in danger due to an unreliable transport. It also affects environment adversely.

The major provisions in this budget clearly show the discriminatory attitude towards Gujarat.

- (1) Not even one line out of 41 lines to be laid by 2011-12 is in Gujarat.
- (2) Not even one line of the project for 45 lines to be laid by 2012-13 is in Gujarat.

- (3) Not even one line out of the 84 new lines for which proposal has been forwarded to Planning Commission is in Gujarat.

I think that Gujarat has been completely overlooked with regard to laying of new railway lines.

A number of lines in Gujarat have been included in the new small scale railway survey during 2012-13. But I clearly term this as a mere eye wash. There was a provision of the said survey in the budget earlier too but no concrete steps are taken.

Ahmedabad-Mumbai-Pune high speed corridor and Patan Bhildi line are examples of this.

- (4) Not even one project has been awarded to Gujarat out of the 11 projects approved during 2012-13.
- (5) Not even one project out of the 19 projects of gauge conversion on 19 routes approved in 2011-12 have been given to Gujarat. Likewise, not even one route out of 17 routes identified for gauge conversion in 2012-13 belongs to Gujarat.
- (6) The work pertaining to the gauge conversion of Kalol-Kadi was sanctioned in 2012-13. My demand is that the gauge conversion work of Kalol-Kadi-Bahuchraji-Chansma to Ranuji should be included in the above sanctioned project.

Announcements regarding upgradation of one Ahmedabad railway station to a world class railway station was made in the previous budgets but I say this with a heavy heart that no progress has been made in this regard. I urge upon you to immediately complete this process.

Gujarat state is covered with the largest sea port area i.e. 1600 km. which include Kandla, Mundra, Peepavav, Chaulera Dahej ports. Imports and exports from North, West and Central India are carried out through these ports. All these ports not only contribute to the growth of Gujarat but also of the entire country. It has been mentioned in this budget that a survey would be conducted to connect these ports but the important decision to connect the above sea ports with railway line should be taken in this budget itself. Electrification and doubling work should be done on the Delhi-Mahesana-Ahmedabad route.

Duranto trains should be started from Ahmedabad, Anand and Godhra to Delhi. I urge upon you to start Shatabdi train from Ahmedabad, Rajkot, Jamnagar in Saurashtra area.

* Speech was laid on the Table

After starting the Ahmedabad-Patan DEMU train, this train gets overcrowded. I urge to run that train on all the seven days of the week. I urge upon you to run the Ahmedabad-Patan train two times a day as it has been a success.

Likewise, I urge upon you to start the DEMU train service connected with Ahmedabad to Palanpur, Himmatnagar, Godhra, Surat, Bhavnagar, Surendranagar and Rajkot.

A new train should be started which connects Ahmedabad to Amritsar, Shirdi, Chennai, Hyderabad and Jawra.

The frequency of Ahmedabad-Varanasi and Ahmedabad-Yashwantpura trains, which were started recently, should be increased to three days in a week.

The important decision regarding starting first bullet train on Ahmedabad-Mumbai-Pune line for which survey work has been proposed should be taken up expeditiously.

The decision regarding making Ahmedabad the headquarters of Western Railway should be taken up immediately.

Announcements of setting up railway hospitals and medical colleges were made in the last budget. I urge upon you to give that announcement a concrete shape.

The speed of the Ahmedabad-Delhi Rajdhani train should be increased so as to at least reduce one hour commuting time. I urge to halt the Rajdhani train on Sabarmati railway station. In view of the development of Ahmedabad, providing a stoppage of Delhi-Ahmedabad train at Sabarmati station would be convenient for lakhs of people. The passenger fare increased in this budget should be immediately withdrawn.

[*English*]

*SHRI S. R. JEYADURAI (Thoothukkudi): I wholeheartedly support this forward looking Railway Budget-2012-13 discussion.

This Railway Budget has a vision because it has taken care of safety, track renewal, doubling, facilities for the train passengers at railway stations and in running trains.

I am submitting the following urgent and immediate needs of my Thoothukkudi Constituency for your kind

consideration.

1. The proper and timely action may be initiated without delay for the doubling work between Madurai-Tuticorin train route. Thoothukudi is called as the Port City. As there are many more developing and developed Industries in and around Thoothukudi, the movement of Trucks from other parts of the State and the Districts transporting goods meant for import and exports to the famous Tuticorin Port. There are several Power plants as well as upcoming Power Projects inside my constituency. Therefore the need of Rail goods service is necessary for the movement of goods and materials. So, the doubling work of Madurai - Tuticorin Train route is mandatory.
2. To speed up the electrification work of Madurai-Tuticorin train route.
3. There is an urgent need to increase the length of the platforms to hold 24 Coaches at Seithunganallur, Srivaikundam, Nazareth, Arumuganeri, Kayalpattinam and Tiruchendur Railway Stations in the Tirunelveli-Tiruchendur Train route of my Constituency.
4. To increase the frequency of the Tirunelveli-Tiruchendur-Tirunelveli Passenger Train bearing no. 56761 operating from Tirunelveli to Tiruchendur which is kept idle for more than 5 hrs and 30 Mins at the Tiruchendur railway station from 8:35 hrs to 14:20 hrs. Likewise Tirunelveli-Tiruchendur Passenger Train bearing no. 56763 operating from Tirunelveli to Tiruchendur is also being kept idle for more than 6 hrs 30 Minutes at the Tiruchendur railway station from 11:10 hrs to 18:00 hrs. No train is running from 7:20 hrs to 14:20 hrs from Tiruchendur to Tirunelveli and there is no train from Tirunelveli to Tiruchendur at the hours of from 11:15 to 15:15 hrs.

The very urgent and immediate need of my constituency people is to increase the frequency of both the Tirunelveli-Tiruchendur-Tirunelveli passenger Train bearing no. 56761 and 56763. Since the Tamilnadu State Government has increased the Bus tariff, there is a massive increase in the passengers using the train.

5. Kovilpatti is the city centre of match industry in my Parliamentary Constituency. The weekly Express Train bearing no. 12667/12668 which runs between Nagercoil and Chennai needs be given a stoppage

at the Kovilpatti Railway Station.

The above said railway station should be provided with well equipped generator to face the power cut.

6. The Chendur Express Train from Tiruchendur-Chennai-Tiruchendur bearing no. 16735/16736 starts from Tiruchendur at 1935 hrs and reaches Chennai next day around 1140 hrs at the same time it starts from Chennai around 1605 hrs and reaches Tiruchnedur next day 0800 hrs. This resulted a maximum of 16 hrs journey to the destinations for the passengers. So, this Chendur express should be operated in the Chord Line. (i.e. via Tiruchirapally-Virudhachalam-Villupuram route). This will result in reduction of the travelling time around 3 hrs and the users of the train will increase day by day. This increases the income of Southern Railways.

The immediate needs is that Express Train (16735/16736) should be provided a stoppage at the Mambalam Railway station while coming from Tiruchednur to Chennai as well as from Chennai to Tiruchendur. At the same time the Pearl City Express (Train No. 12693/12694) should also be provided a stoppage at the Mambalam Railway station while coming from Chennai to Tuticorin.

7. In the previous year's budget, VIVEK EXPRESS train bearing no. 19567/19568 was introduced from Tuticorin-Dwarka-Tuticorin as a weekly express. Now, this train is operating from Madurai because the Pitline work has not yet finished at the Tuticorin Railway station. I request the hon. Minister to issue necessary instructions/orders to the concerned authorities to finish the pit line work without further delay and so that the VIVEK EXPRESS can be operated from Tuticorin as was the case.
8. The recent announcement of Tiruchirapally-Tirunelveli intercity express (daily) via Madurai, Virudunagar should be extended upto Tuticorin for the convenience of thousands of commuters.
9. To cater the need of the passengers in Thoothukudi constituency, a new train should be introduced from Tuticorin to Chennai.
10. Thousands of train passengers commute between Madurai and Tuticorin. In the absence of a direct train between Madurai and Tuticorin during daytime, they are forced to take different routes to reach their

destinations. I request that a new train should be introduced from Madurai to Tuticorin during daytime.

11. I request the hon. Railway Minister to announce Tuticorin Railway station as MODEL RAILWAY STATION as Thoothukudi is a Pearl, Port and Power City.

I request the hon. Minister to consider above demands pertaining to my Parliamentary Constituency favourably and ensure that the works are completed without any further loss of time.

[Translation]

SHRI RAMASHANKAR RAJBHAR (Salempur): Railways is the lifeline of the country. We can make our country more prosperous only when railway networks are developed. Around 2 crore people travel by train daily. However trains, tracks, platforms, catering, overcrowding in general bogies are such issues which need to be addressed, even if the Government have to take stringent decisions for this. I am happy that a proposal has been approved for doubling and electrification Ballia -Chhapra railway line situated in my Parliamentary Constituency. In my constituency, Rewati station, is a very crowded station and the people residing in this area, through various agitations, have been demanding for years to provide stoppage of 15159/15160 Chhapra-Durg-Sarnath Express and 13105/13106 Balia-Sealdah Express at this station. We have submitted a proposal also, but the stoppage of the said trains is not being provided at this station. It is absolutely essential to extend train numbers 55133/55134 Balia-Varanasi Passenger upto Chhapra however the Railways makes excuse of maintenance. There is no passenger train from Chhapra to Mau and Shahganj. Train Numbers 55137/55138 needs to be extended from Ballia to Chhapra. There is a need to increase the height of platform at Rewati Railway Station which has not yet been done. The Railway Board is not providing stoppage of train no. 12537/12538 Bapudham Express, 15021/15022 Shalimar and 11037/11038 Gorakhpur-Pune Express trains despite submitting the proposal in this regard. Train no. 15007/15008 which run between Manduadih and Lucknow needs to be extended upto Kanpur. Veldhara Road is a 'A' class railway station. Work is being carried out since the year 2008 however it has not been converted into a model station. There are only iron chairs and not even a single bed in the retiring room of Veldhara Road railway station.

Though the extension work at Platform no. 2 has

*Speech was laid on the Table.

been started, however, it has been stopped due to paucity of funds. Even the repairing work of roads is lying incomplete due to paucity of funds. All works are being done through a single window. I had demanded to construct 13 most important level crossings on Balia-Rewati-Mau-Bhatni, Bhatni-Vankata railway sections. However only 7 crossings have been constructed. More than 20 unmanned crossings have become death traps. It should be constructed. An estimate has been prepared for laying railway line from Veldhara to Rewati, however it has been put into cold storage.

SHRI INDER SINGH NAMDHARI (Chatra): Hon. Deputy Speaker, Sir, first, I welcome the newly appointed Minister of Railways. The former Minister of Railways delivered his Budget speech a week ago. Punctuated with ear-touching couplets and poetry oblivious of the fact that he will have to pay a very heavy price for his touching poetry in not more than a couple of hours. He also bit a salutation to everybody present here. However, it seems that his Supremo resent fully rejected his salutations and since the Goddess was angry with her devotee, the latter was shown the door.

Mr. Deputy Speaker, Sir am certainly a great admirer of Dinesh Trivediji in this regard. I am a member of the Railway Consultative Committee. For the first time, prior to the Budget Session, he tried to ask each and every member, by convening a meeting of the Railway Consultative Committee, about their problems for which he can find a solution. It was one of his way, therefore, I would certainly like to convey my best wishes to him. The Rajdhani train passes from Daltanganj area of my constituency. Hon. Deputy Speaker, Sir, even you also travel from that route. The Rajdhani train used to run from Ranchi to Delhi via Daltanganj once a week. The Minister of Railways in his Budget speech said that the said train will be made to run twice a week. We placed some other demands also and he assured to fulfill all our demands one by one. However, now he is no longer a Minister of Railways. I hope the Minister would pay attention towards all those regions which are neglected. Muniyappaji is a very old friend of mine, however, he never pay attention towards our region. He only pay attention towards Karnataka.

Mr. Deputy Speaker, Sir, through you, I would like to tell the hon. Minister that by giving information about each and every incident, I will try to prove as to how that area has been neglected. For transporting iron ore and coal, double line is constructed and electrified. But when we demand a railway line there, it is ignored. The Britishers

were visionaries. During the second world war i.e. in 1941-42, they laid a railway line from Barwadi Junction to Chirimiri. Even today the name of that station is Barwadi Junction. It was named as Barwadi Junction some 80 years ago. A railway line was proposed from Barwadi to Chirimiri. Much of the work was done by the Britishers. Bridges were constructed, railway lines were laid and station boards were installed at several places.

But after 1947, when they left India, the construction of the rail line was not carried forward. I would like to tell Muniyappaji -

[English]

I would request you, Muniyappaji to visit that area once, and you will find that what type of negligence is being meted out to that area.

[Translation]

It was after great endeavour on our part and on the part of the former MPs that the concerned file was traced. The Britishers left the country. That does not mean that the proposal of the said railway line died down with them. Again in 2004-05, the survey of that line was conducted. The length of that line is 182 kms and its cost was estimated to be 405 crore rupees. Whenever a work is being undertaken in any neglected area, one or the other reason is given to stop the work for example - it is said that it will not generate revenue for the railways. Again in 2008-09, a survey was conducted and when I became a member, third survey was conducted in 2010-11 and the estimate increased to 1104 crore rupees. Atleast now its estimate has been sent to the Planning Commission. Now, I do not know as to what would be the fate of that railway line. By quoting this example, I would just like to tell as to how the new trains are introduced and big projects are sanctioned overnight. But the region which supplies coal to the entire country is yet to get a railway line even after 70 years. This is the condition of Jharkhand from where the hon. Deputy Speaker also represents.

Therefore, through you, I would like to request the Ministry of Railways not to neglect this region as -

"Dabeygi kab talak awaze hum bhi dekhenge,
rukhegi kab talak izhaare barhum hum bhi dekhenge".

We will see how long you will neglect this region. Three survey's have been conducted but not even a single paisa has been allocated, therefore, Muniyappaji, you are requested to note this, it is upto you as to how you can

contribute in the progress of this region. ...(*Interruptions*) If you ask me to wind up the speech, it would become difficult for me as I speak less. Being an independent candidate, I get less time to speak so atleast take care of our old friendship. ...(*Interruptions*)

MR. DEPUTY SPEAKER: You speak in brief accordingly.

SHRI INDER SINGH NAMDHARI: I have cited this example. I am an MP from Chatra and there is no railway line there. If Gaya and Chatra are linked, Chatra will figure on the map of the country. There is a railway stretch of around 80 kilometers. Only 10 kilometres of its length was sanctioned 3-4 years ago. It is like a drop in the ocean. Only Rs. 8-10 crore were sanctioned for the 10 kilometres long stretch. What happened to the said sanctioned stretch of 10 kilometres during the last four years? Rs. 44 crore are required for land acquisition. Rs. 10 crore are inadequate for land acquisition for this stretch of 10 kilometres. The people ask us about the progress made in this regard. What kind of progress should I convey. ...(*Interruptions*) Lal Singh ji rightly said, that there is regress in place of progress. Therefore, the Minister of Railways should note that he should not make fun of the common people. He gave something, which was equal to nothing. If you are not even allocating cost of the land, then how can the railway line be laid, that too only 10 kilometres out of 80 kilometres whereas he sanctions projects costing billions of rupees.

When Mamta ji was the Minister I told her in the meeting of consultative committee that there is a difference of only one rank in her and my position. She has become Minister and my status is of a Member of Parliament only. If the Minister is willing, double Decker trains can be run during night time. Whereas if we want a single stoppage of the train, it is denied on some pretext. Officers of the Railway also harass us. There is an overbridge. Mr. Deputy Speaker, Sir, I would like to tell you, you might have travelled by that route many a time. If one travels from Ranchi to Chatra, Todi railway station falls midway. It is on national highway. It is located on double electrification line, where at least 100 rakes of coal are loaded daily and it being a national highway, there is huge volume of road traffic as well. One has to stop for one hour at the railway crossing. After three years of hard work, the Ministry of Railways has sanctioned it and an estimate of Rs. 14.60 crore was prepared, but only a meagre sum of Rs. 10 lakh was given. That ten lakh was also given one and a half years back and people ask me if it has been sanctioned

and if yes, what is the reason for not starting work thereon. I raised this matter in the Consultative Committee also. I was told that estimate is being prepared in this regard. I would like to ask as to when you have not even allocated Rs. ten lakh. ...(*Interruptions*)

MR. DEPUTY SPEAKER: Please conclude.

SHRI INDER SINGH NAMDHARI: I would like to ask the Minister of Railways whether projects in our areas will be taken up in this manner only? Does the Government do this kind of justice with the area that even after a lapse of one and a half years of sanctioning the overbridge, one has to wait for an hour at the crossing. The said railway crossing is closed for eighteen hours out of twenty four hours. What kind of justice is being given to the said area? Cannot the Government start work by releasing some funds? You might have to give answer to the people, as you get the works done, but the people ask the question to us as to -what we are doing?

Mr. Deputy Speaker, Sir, I am expressing my agony before you. Yesterday only 15-16 people died at an unmanned crossing near Hathras. Similar unmanned crossing is present near Daltanganj ...(*Interruptions*) I have raised this issue many a time. Officers reply that it is not unmanned crossing, they have kept the way open for animals. If the way has been left open for animals, cannot human walk through that way? These officers present such a situation before the Minister of Railways that the others' work is not done, right now Gulshanji was speaking. She was so angry that in the last meeting of the consultative committee she said that she wanted to resign. Muniappaji, do not give such step motherly treatment to my area. I would like to request you that if please do not do injustice to that area. The people will take us to task. Therefore, if you construct a couple of manned crossings, we would be able to tell our people that unmanned crossings have been changed into manned crossings. Do not construct overbridge, but at least deploy somebody there to stop the traffic at the time of crossing of trains. The electric trains pass through that line. The train passes through that line after every five minutes. If the train stops suddenly, like it happened yesterday, the person will get nothing, but untimely death? Therefore, with great grief, I am expressing my agony in this august House. The person who holds the Ministerial portfolio, must see that he/she is the Railway Minister of entire India, not of one state, but from the circumstances prevailing during the last few days, it seems that we people cannot get justice. The influential and the powerful can get their work done, but if one continues to

wait for justice, one will never get justice. Therefore, through you, I would like to request the Minister of Railways as Muniyappa ji's post does not seem permanent, as three Ministers have changed during the last three years, but he is permanent like pole star, therefore, I would like to make a request to him only. I would like to quote a line for Trivediji, '*Bade gaur se sun raha tha zamana, tumhi so gaye dastan kahte kahte*', You said very good things, delivered a good speech, a long speech. We wanted to listen. You should have made some announcements, but "bade gaur se sun raha tha zamana, tumhi so gaye dastan kahte kahte". We definitely expect that you should complete the project started by you and should give us that much authority that we are able to give answers to the people.

*SHRI PRATAPRAO GANPATRAO JADHAO (Buldhana): The railway budget of the year 2012-2013 has a stamp of the ruling party where they keep on increasing the prices and let the common people bear the burden. This Railway Budget has been presented on the same lines and it can be termed as anti-poor. In this manner, it has burnt holes in the pockets of the common man. The Hon. Minister of Railways was trying to gauge the future dangers and termed the railways which connects the entire country as old and obsolete and perhaps not able to bear the increasing burden. If the Railways is run efficiently, it can bear the expenditure of the entire country. The Hon. Minister of Railways stated that Railways is in shambles. Who has brought the Railways to ruin? The railway fares were not increased in the last eight years. Was railways in a robust condition back then? Today, Railways is in shambles. The reason behind not meeting the expected target of revenue generation is the prevalent corruption in the railways department. The C.B.I. and the C.V.C. had recommended strict action against a number of officers for corruption in Railways but the railways board let them off with only a warning. If no action is taken against corruption the condition of Railways will continue to deteriorate, Railways projects are lying pending due to corruption. A number of them are running behind schedule. Some projects are incomplete which has resulted in the increase in their cost. In Shegaon, which falls under my Parliamentary Constituency Buldhana, the work of construction of an over-bridge is in progress. The Government of Maharashtra has issued the tender for the approach road, which is linked with this over-bridge but the construction of the said over-bridge is going on at a very slow pace due to which there is traffic jam on this over-bridge every other day and there is a lot of

inconvenience, I would like to thank the Minister of Railways for announcing 75 local trains for Mumbai.

In the last budget there was a proposal to upgrade a number of railway stations to international level and a number of railway stations were declared as modal stations but no positive steps were taken in this direction and this scheme was a failure. The allocation of funds for Vidarbha is negligible in this Railways Budget. The Government of India had released a package to resolve the problems of the farmers in the backward areas of Vidarbha but I must say this with regret that the Railways has done nothing in this regard. Railways should develop backward areas. No provision has been made in this Railway Budget therefor.

The Hon. Minister of Railways has increased the passenger fare on the basis of kilometers and it has been increased by 2 paise/kilometer. As a result of this, the fare in sleeper class between Delhi to Mumbai has increased by 45 rupees. There would be an increase of 150 rupees in third class, 213 rupees in second A/C and 425 rupees in first class. He has made the passengers pay for no increase in the fares in the last eight years. The Government has given no services. There is no direct train from my Parliamentary Constituency Buldhana to Delhi. The people of Buldhana have to come to Bhusawal if they want to go to Delhi.

A number of stations have been declared as 'modal stations' in the Railway Budget as it is done every year. In the previous Railway Budget, Shegaon which falls under my Parliamentary Constituency, had been declared as 'modal station', however, there are no facilities there for the last one year. Just terming a station as 'modal station' does not make it a modal station. Such an announcement was made for a number of Railway stations but if we go by the statement of the hon. Members of Parliaments no services were provided in their areas despite similar announcement. A lot of foreigners come to Shegaon railway station to see the world renowned Lonar Crater and there is also a Gajanan temple nearby where around 1.5 crore devotees visit and they come through the same station. But, there are no facilities there and the station remains filthy and untidy. It is lamentable that there is no stoppage of any important and long distance train at Shegaon railway station and no bridge has been constructed so far to enable the people to move from one platform to another. Would this lead to speeding up of industrial development in my area? Maharashtra Industrial Development Corporation had acquired many hectares of land for setting up industries here but due to lack of basic railways facilities

and problems in commuting from other areas to this area, industries are not being able to be set up in this area. Setting up and development of industries in this area can lead to job creation and reduce the suicidal tendencies among farmers.

Therefore, I oppose the 2012-2013 Railways Budget.

[English]

SHRI RAYAPATI SAMBASIVA RAO (Guntur): Respected Deputy Speaker, I would like to thank you for providing me an opportunity to participate in the Railway Budget Debate 2012.

The initiatives envisaged in the Railway Budget proposals, namely, strengthening safety set up of a Special Purpose Vehicle named Rail-Road Grade, Separation Corporation of India, Railway Safety Authority, Railway Research and Development Council, etc. are praiseworthy. Completion of 45 new line works covering 700 kilometres, gauge conversion of 800 kilometres, doubling and introduction of 75 new express trains, 21 passenger trains, eight new MEMU services and nine DEMU services as proposed in the Railway Budget 2012 need to be applauded by one and all.

The increase in fares proposed in the Budget after nearly a decade of no enhancement is perhaps absolutely necessary to meet the financial requirement and implementation of various projects, particularly safety and providing better facilities to the passengers. I sincerely congratulate the former Railway Minister for his sincere and dedicated effort to present this Budget. He visited my State along with the Minister of State, hon. Shri Muniyappa and met our hon. Chief Minister and all other Members of Parliament. They enquired about our proposals. They have considered some of our proposals.

The Guntur Railway Division, which is consisting of 95 per cent of single and non-electrified track was formed 14 years ago in the year 1998 to meet the needs of the passengers of my area under South Central Railway. Guntur Railway Division Headquarters located at Guntur lacks basic infrastructural facilities. It does not have the look of a Railway Division. It still depends upon the neighbouring Vijayawada Railway Division for its requirements. Sadly, the infant Guntur Railway Division is considered as an annexe of the adjacent Vijayawada Railway Division. Therefore, I would stress for the need to develop Guntur as a full-fledged Headquarters of a Railway Division.

Sir, I would like to just quote a few of this Division's endeavours in the direction of giving more benefits and facilities to the passengers and to fulfil the commitments, which would prove beneficial to the Railways in the long run.

(A) Guntur Division assumes an important place considering the fact that new trains originate from here; and some trains are extended to Guntur Station also.

I would appeal to the hon. Railway Minister for introduction of new trains. In this regard, I would like to state that I have been making repeated efforts for the introduction of Intercity Express Trains to be originated from Guntur viz., (a) Guntur-Chennai; (b) Guntur-Tirupathi; (c) Guntur-Kurnool; and (d) also to revive the Nagarjuna Intercity Express between Tenali-Guntur-Secunderabad, which was discontinued. But no mention has been made of them in this Rail Budget of 2012.

(B) I have been requesting for diversion of some of the existing non-daily long distance trains via New Guntur, between Vijayawada-Chennai Section. Unfortunately, in this regard too, no mention has been made in the Rail Budget.

Sir, I have been asking for diversion of passenger EMU train No. 67251 via Guntur between Vijayawada and Tenali to get and give connection to important trains in the route by starting it an hour earlier at Vijayawada. So far, nothing as been done positively.

The Janasathabdi Express (12077/12078) Chennai-Vijayawada-Chennai was announced to run via New Guntru Station. It was also published in the new Timetable. But the route has not yet started. I would, therefore, request the hon. Minister to divert this train via New Guntur Station at the earliest and to provide a day time train facility between Guntur and Chennai.

(C) Some new trains have been sanctioned in the present Rail Budget for Andhra Pradesh out of which the following trains may be routed via Guntur.

1. Visakhapatnam-Sai Nagar Shridi Express (weekly) Item No. 24 of Annexure No. 20, Express Trains.

I would request the hon. Railway Minister to route this train via Vijayawada-Guntur-Nalgonda-Secunderabad-Manmad so that Guntur Division will have direct connectivity of passenger from this place to Shirdi.

2. Kakinada-Secunderabad AC Express (Tri-weekly)
Item No. 6 of Annexure No. 20, New Express Trains.

The above train will meet the needs of the passenger of this area with sufficient AC coach accommodation, if this runs via Guntur, Nadikudi, Nalgonda.

- (D) I had asked for extension of the trains mentioned below to meet the needs of the Divisional passengers.

Secunderabad-Mumbai (CST) Devagiri Express Train No. 17058/17057 via Bibi Nagar-Nalgonda-Nadikudi to Guntur.

This gives connection to both pilgrimage and Tourist Centres in between Guntur and Mumbai providing a direct train facility to Mumbai for Guntur and Nalgonda Districts passengers.

- (E) Doubling and electrification of Nallapadu (Guntur)-Pagidipalli (Bibinagar)-Reg.

In the 2009-10 Budget, the then hon. Railway Minister included the Bibinagar-Nallapadu doubling project in Guntur Division of South Central Railway. Later, it was referred to the Planning Commission for necessary approval.

The Revised Survey Report for doubling and electrification had been submitted to the Railway Board on 28.02.2011 by the South Central Railway Authorities. But the work on this project has not yet sanctioned although it is included in the Ministry of Railway's Blueprint for Electrification Project Vision 2020 as one of the 15 identified routes on the Indian Railways for electrification.

In the current Budget, this has been shown as included in the List (Sl. No. 1) of new projects of doubling and sent to the planning Commission for approval. There is also a List (Sl. No. 4) of new Railway Electrification Surveys sanctioned. Hence, I would request the hon. Minister to consider this project on priority to reduce the pressure on the Vijayawada-Kazipet line to run some of the intra-zonal trains from Visakapatnam, Kakinada, Narasapur and Tirupati to Secunderabad via Guntur, Nadikudi, Nalgonda and Bibinagar as this has advantages of reduced distance and improvement of punctuality. On this route, we got a lot of cement factories. There are lots of industries. Many passengers are travelling on this route.

MR. DEPUTY-SPEAKER: Please conclude.

SHRI RAYAPATI SAMBASIVA RAO: The Guntur-Tenali Doubling project was sanctioned in the last Budget

but nothing has been done. The other day the hon. Minister promised that he would get it done, I think, either this month or next month.

I would strongly urge the Railway Minister to ensure doubling of the Guntur-Tenali line. For this line, the Government of Andhra Pradesh has agreed to share the cost. In the last Budget, Rs. 8 crore had been sanctioned and in the present Budget, Rs.10 crore has been sanctioned. Hence, efforts should be made by the Ministry to expedite it and lay the foundation at the earliest.

MR. DEPUTY-SPEAKER: Please conclude.

SHRI RAYAPATI SAMBASIVA RAO: Now, I am coming to construction of ROB and RUBs. To make the growing traffic movement smoothly in Guntur town and around, construction of ROB and RUBs is necessary across the railway lines passing through Guntur town and around. The following proposals are pending since long.

An ROB is required. The inner Ring Road crosses Guntur-Vijayawada railway line at level crossing number three near Auto Nagar. ROB is required to straighten the Ring Road. Otherwise, a long queue has to be taken by vehicles to pass through the level crossing.

Coming to RUB, Shyamala Nagar-NGO Colony RUB at LC No.312 has been sanctioned by the Railways but so far no work has been taken up. One more RUB is there near Nehru Nagaram. The Railways have not taken up this. I would request the Railway Minister to take up that also.

MR. DEPUTY-SPEAKER: Please conclude.

SHRI RAYAPATI SAMBASIVA RAO: Now, I am coming to Foot Over Bridge. To ease the pedestrian traffic from General Hospital side to Arundelpet in Guntur town, a Foot-Over-Bridge (FOB) is needed connecting General Hospital road to Arundelpet, First Line across the Guntur Railway Station. As the entire area belongs to the Railways, I would request the hon. Minister to take up the project and complete it.

MR. DEPUTY-SPEAKER: Please conclude. How long will you take?

SHRI RAYAPATI SAMBASIVA RAO: In the end, I would request the hon. Railway Minister to include the important railway projects mentioned by me with a view to satisfy the long desires of the people of Guntur.

I conclude in the hope that the present hon. Railway Minister, Shri Mukul Roy will grant and oblige the request

of the passengers of Guntur Railway Division at the earliest.

I also hope that Shri Mukul Roy will take the Railways into the 21st Century as the best organisation.

*SHRI SHIVARAMA GOUDA (Koppal): Regional imbalance in the northern parts of Karnataka can be tackled by providing adequate facilities including Railway infrastructure. But if you see the Railway budget for the year 2012-2013 it is discouraging the people of northern Karnataka region in terms of investment for Railway developmental projects. If the Union Government really wishes to redress the regional imbalance in the country particularly in Karnataka then it should ensure adequate investment on railway projects. But it is not seen in the current railway budget presented by Shri Dinish Trivedi Ji. It is a disappointed budget.

I would like to point out about one of the important railway project that is Munirabad and Mahbubnagr railway line. Laying of a railway line between Munirabad and Mahbubnagar is still in its infant stage, though the project was launched 16 years ago. This project was conceived in 1996. It is a 260 km railway line between Munirabad in Koppal district and Mahbubnagar in the state of Andhra Pradesh. If it is completed it would provide rail access to unconnected areas of Gadag, Dharwad, Bellary, Koppal, Raichur, Gulbarga and Bidar districts, with the state of Andhra Pradesh. Apart from this it would help to improve the economy in agriculture-rich Bellary, Koppal and Raichur districts, and also boost industrial activities in the Hyderabad-Karnataka region. The railway line will also provide a shorter route from Secunderabad towards Goa, via Raichur, Koppal and Hubli. Besides, it will serve as an uninterrupted railway route to transport coal from Odisha and Andhra Pradesh to Raichur Thermal Power Station.

In 2007-08, the Government included the project under the Karnataka Rail Infrastructure Development Department and decided to start work on a 50:50 cost-sharing basis with the Ministry of Railways. Last year about Rs. 30 crore was allocated for the project. But in the current budget there is only Rs. 10 crore budgetary provision made for this project.

Hon. Minister had announced in the last budget that railway station of Koppal, which is my Parliamentary constituency would be upgraded into Adarsh Station. But no progress is seen in this proposal. There is mention in this regard in the current budget. So, I request the Hon.

Minister to look into this issue of Koppal railway station for upgradation as Adarsh Stations.

Usually there are number of new projects announced by hon. Minister every year. But the fulfillment of those projects are really questionable. There were several projects and new trains and new railway lines announced in the Railway Budget 2010-11 for state of Karnataka. But no projects have been realized till today and even now in the current railway Budget.

Apart from this many of the important projects like doubling of Hospet-Vasco-Bangalore-Hubli line between Tumkur and Hubli is also not found mention in the budget.

The State Government's persistent demands to create new railway divisions in Mangalore and Gulbarga and bring them under the South Western Railway had been ignored this time also.

Some other long pending demands are given below:

for new lines between Dharwad-Kittur-Belgaum,

Gadag-Harapanhalli-Harihar and Harihar-Shimoga and

To carve out Gulbarga as new division

But none of these demands have been fulfilled in the Budget. Therefore, I would like to urge upon the Railways to consider all these pending projects pertaining to the station of Karnataka.

With these few points I conclude my speech.

*SHRI A. GANESHAMURTHI (Erode): Let me put forth my views in the discussion on Railway Budget for the year 2012-2013.

I welcome and support the schemes and projects for improving and upgrading the passenger amenities and facilities.

Izzat scheme meant for the poor commuters to get season tickets at a reduced cost, will have the permissible limit of travel of 100 kms extended to 150 kms now. I welcome this announcement. At the same time, I would like to point out that some officials in some stations are not co-operating with the needy ones to get the benefit of this scheme. I urge upon the Railway Minister to take suitable action against such officials, when complaints to that effect are made by Members of Parliament.

* Speech was laid on the Table.

* English Translation of speech originally laid on the Table in Tamil.

I would like to condemn the inadequate funding of ongoing projects in Tamil Nadu and thereby the neglect of Tamil Nadu.

Hon. Railway Minister was candid enough to admit in his Budget Speech that it has become common to find announcements that are remaining as announcements and kept pending years on. Saying this he also seeks umbrage under the plea that the financial crunch came in the way of their implementation.

Many schemes announced for my constituency in the earlier Railway Budgets still remains as announcements without being implemented. For instance a Multi Functional Complex at Erode Railway Station was announced in 2010-11. No progress has been made as yet.

Similarly, the construction of RoB replacing LC No. 124 in Shastri Nagar, Erode on the railway line between Erode and Coimbatore has been shelved. This year's Budget refers to it but no date for completion has been fixed as yet.

As early as in 2010, 95 per cent of survey work was completed towards the laying of a new railway line between Erode and Palani. In this year's Budget, that project is being referred to but no fund allocation has been made. I hope the new Railway Minister may refer to it in his reply and help us have the project completed earliest. I also urge upon the Minister to pay adequate compensation equivalent to the prevailing market-rate while acquiring land from the farmers.

Duranto Express between Coimbatore and Chennai announced in last year's budget, is running as a super fast train between these two cities. This train has a stoppage for just ten minutes in Erode for administrative reasons. I request the Railway Ministry to consider relaxing the non-stop policy while operating Duranto Express between stations. In order to augment the revenue to the Railways, let the Railways allow the passengers to board and alight from Erode on their way to Coimbatore and Chennai. I urge upon the Railway Minister to concede to this demand.

I would like to point out that the announcement made in the Railway Budget for the year 2010-2011 about setting-up of Out Patient Department and Diagnostic Centre in Erode, still remains a mere announcement.

Non-operation of Coimbatore-Shencotta railway train announced two years back and the Madurai to Madurai Pilgrim Train running via Pune, Ujjain, Nasik, Hyderabad, Chennai and Madurai announced in last year's budget is

a matter of great concern to the travelling public. Hence, I urge upon the Railway Minister to operate those trains as announced.

Towards passenger amenities in Erode railway station, an additional platform and lift facilities were announced. After the required survey, it is waiting for fund allocation and the approval is awaited still. I request the Railway Minister to go in for escalator there.

Kodumudi is a pilgrim centre where the Trinity Shiva, Vishnu and Brahma were worshipped in one place. In the recent times pilgrims from Karnataka throng this place. Every month on festive days at least five thousand pilgrims come by buses to Kodumudi. Hence, I urge upon the Railway Minister to have a stoppage at Kodumudi railway station for all the trains running through Kodumudi like 16339/16340 Mumbai-Nagercoil Express, 12083/12084 Mayiladuthurai-Coimbatore Janshatabdi Express, 16231/16232 Mayiladuthurai-Mysore Express, 12689/12690 Chennai-Nagercoil Express, 16609/16610 Coimbatore-Nagercoil Express, 16787/16788 Madurai-Jammu Tawi Express, 0611/0612, Chennai-Tuticorin Express, 0659/0660 Tiruchendur-Chennai Express.

Katpadi-Salem MEMU Train announced in last year's Budget may kindly be operated at the earliest extended upto Erode. Similarly, 1063/1064 Chennai-Egmore-Salem train, 1879/1880 and 1883/1884 Tiruchirappalli-Karur Passenger Train, 16344-16345 Amritha Express between Thiruvananthapuram and Palghat and also the newly announced daily train between Coimbatore and Shoranur may all be extended upto Erode the headquarters town of my Erode constituency.

12758/12757 Coimbatore-Tirupati tri-weekly train may be run as a daily train considering the heavy demand from the passengers.

I urge upon you to introduce new train service between Coimbatore and Puducherry.

0659/0660 Tiruchendur Express Train operated as a special train may be re-introduced as a daily train.

Karaikudi-Madurai gauge conversion work is pending for a long time even after completing the survey work pertaining to that. I urge upon you to take up the job immediately.

At Erode Vendipalayam, the level crossing there, causes great inconvenience to the travelling public. The vehicles come from the bridge linking Namakkal-Erode over the Hydro Power Dam across the river Cauvery face

great hurdle. Hence, I urge upon you to go in for RoB at LC 121 and LC 122 on Erode-Salem Line. I request the Railway Minister to include this in this year's Budget and make announcements in this regard, in his reply.

On the highway between Namakkal and Coimbatore, the level crossing at Pasur that links Mulasi and Erode may be upgraded to an RoB.

I would like to point out that the Zonal Railway Users Council under the Southern Railway has not met even once in the last three years. This has deprived the Members of Parliament to interact with the officials of the Southern Railway. Hence, I urge upon you to suitably instruct to convene the ZRUC meeting at the earliest. With this I conclude.

[Translation]

YOGI ADITYA NATH (Gorakhpur): Mr. Deputy Speaker, Sir, I am grateful to you for allowing me to speak on the 2012-13 Railway Budget and take part in this debate. For the first time in the history of Parliament it has happened that the Minister of Railways who presented the budget is absent in the House. He is a former Minister now. This House is bereft of the presence of both the former and current Ministers during this debate.

Sir, at the time of his budget speech the then Minister of Railways was not able to list his achievements and referring to annexure, we understood then and there that there was something amiss in the whole situation as he was not able to clearly state his achievements. The moment he announced the hike in train fares, we understood what would ensue.

Sir, Indian Railways has a history of around 158 years. Indian Railways is known as the fourth largest goods carrier in the world alongwith being the largest carrier of passengers. Indian Railways is known as the mainstay of transport. I would like to congratulate Shri Mukul Roy in his absence that he has been given responsibility of the Ministry of Railways from being in charge of the Ministry of Shipping earlier and at least he should honestly implement all the announcements made by the former Ministers of Railways Sushri Mamata Banerjee and Hon. Shri Dinesh Trivedi in the House.

Sir, this Railway Budget is historic in many ways. Many enhancements in regard to safety of railway passengers, modernisation, development of infrastructure, making Railways economically viable have been made in the Railway Budget. But we doubt the Government's

intention, because the Minister of Railways himself has admitted that the announcements made by the former Ministers of Railways have not been fulfilled so far. Most of the schemes are lying pending. The funds are allocated for the schemes announced due to political reasons, but the schemes which were to be implemented for increasing the revenue of the Railways, for which funds were required to be allocated, all such schemes are lying pending. The Expert Committee constituted under the chairmanship of Shri Sam Pitroda for modernisation of Railways has agreed that Rs. 5 lakh 60 thousand crore are required for modernisation of Railways at present. From where will all these funds come? The Minister of Railways himself has admitted that Rs. 14 lakh crore are required to implement pending railways projects and those declared in the current budget.

Sir, Hon'ble Minister of Railways, Sushree Mamata Banerjee had last time announced Vision 2020 in this House. At that time she said that expansion of 25 thousand kilometres of railway network and doubling and electrification of 30 thousand kilometres of railway line is required to achieve the targets set under Vision 2020. The target of laying 2.5 thousand kilometres of railway line per year was set to achieve the goals of the Vision, but if one looks at the figures of the last two years, hardly one thousand kilometres of railway line is being laid every year. As far as income of Indian Railways is concerned, it seems to me that free land is the most important source of revenue generation for the Indian Railways. It used to earn 65 per cent of its income from freight. In the year 1950, the share of freight in revenue collection was 88 percent today it has been reduced to 35 per cent. The main reason behind it is that average speed of goods train is only 25 kilometre per hour and not only this, there is no guarantee of its security parcel services of Railways are considered as unsafe. People are reluctant to send their goods and parcels through Railways. Hon'ble Minister of Railways has increased the passengers fare. I think it is inappropriate. The country is in the grip of galloping inflation for the last five- seven years. About an hour ago, we were holding a discussion on BPL list in the House. The Government does not want to reduce its wasteful expenditure. The Ministry of Railways has not suggested any measures to reduce wasteful Government spending and not only this the Indian Railway suffers loss of around Rs. 10,000 crore every year due to corruption only. If the Railways is able to check corruption prevailing in its departments, it can save Rs. 10 to 15 thousand crore every year. But the corruption will not be checked, wasteful

expenditure will not be checked. They know only measure, that is to increase passenger fares and make Indian Railways economically viable and modernise the Indian Railways. It seems to me that the Indian Railways is not only a commercial establishment, Indian Railways has social commitments also. The rise in passenger fares is part of conspiracy to harass the common man of the country. It would have made sense if the Indian Railways talked about modernisation, making it economically viable by putting a check on corruption. It should talk about renovation of old railway tracks, dilapidated bridges, old signal system, thousands of kilometres of railway track, integrated security system etc. The work has not been undertaken with full honesty so far. There are still 15000 unmanned railway crossings. A man died due to accident in Salempur of Deoria District, the day railway budget was presented? How long will these accidents continue to kill people? I would like to know from the Hon'ble Minister of Railways from where the Ministry will mobilise funds of lakhs and crores of rupees required for doubling of new railway lines, gauge conversion and modernisation of the Railways. I would like to know to which the announcements made by the former Minister of Railways in regard to setting up world class stations, medical colleges and Nursing colleges on vacant railway land, has been fulfilled by the Ministry. No mention in this regard has been made in the budget. An announcement in regard to one lakh new appointments was made in the Railway Budget. It is a welcome step. But how the Indian Railways will cope with the financial burden incurred due to it ...(*Interruptions*)

MR. DEPUTY SPEAKER: Please conclude.

YOGI ADITYA NATH: Sir, I have just started.

MR. DEPUTY SPEAKER: There are many Members who want to speak, otherwise they will not get an opportunity to speak.

YOGI ADITYA NATH: Sir, the discussion will go on for the whole night.

MR. DEPUTY SPEAKER: If it goes on for entire night, it will be for everyone, not only for you and me.

YOGI ADITYA NATH: We will sit through the entire night.

Last time it was said that the commercial use of vacant land of the Railways will be made.

14.00 hrs.

In reality, a large part of the Railway land is such

which has been encroached upon by the Land mafias. If the Railways use that land for commercial purpose or recover rent after giving the said land on lease then it can be a major source of income for the railways. We had sent a proposal through the Municipal Corporation of Gorakhpur for rehabilitating the hawkers and those working on roads on railway land after removing encroachments. Three years have elapsed since we sent this proposal, however, no action has been taken by the Railways so far.

I would like to tell the Minister of Railways that during the Parliament Session, we mostly travel by train. We talk about modernization of Railways, punctuality of trains, the sanitation but the Government has failed all these fronts. The condition of the Indian Railways is really disappointing. The condition of trains in which the Members of Parliament travel is much better than other previous session also, I had submitted a proposal for providing a seat to the passenger travelling by train at reasonable fair. However, if Railways is unable to provide seat then it should reduce the fare accordingly. Similarly, if the train fails to reach the destination on time then fares should be reduced in the same proportion. In this budget of the Indian Railways, it has been stated that facilities will be given to the railway employees. I would like to say that they should be given better facilities as they are instrumental in running of such a big network of transport. Moreover, efforts should also be made to improve their skill and efficiency. The Government should consider over this issue and make serious efforts in this regard. I would like to thank the Minister of Railways for the announcements which he has made in the Railway Budget.

MR. DEPUTY SPEAKER: Please conclude your speech.

YOGI ADITYA NATH: I would conclude my speech after mentioning a few things in brief about my constituency. An effort should be made in regard to laying of a new railway line without any delay from Anand Nagar to Kapilvastu via Maharajganj - Gugli, Basti and Baansi, the proposal of which was referred to the Planning Commission. The work of survey for laying a new railway line from Sahjanwa-Bansgaon, Barhalganj-Dohrighat, Sahjanwa to Bhakira-Bansi has already been completed. Besides conducting survey for laying the said railway line, arrangement should also be made for allocating funds. Besides this, the work of gauge conversion from Anand Nagar to Naugarh, Gonda to Badni, which has been mentioned in the Railway Budget, has been going on for the last seven year. This region is located near Indo-Nepal

border. I request the Hon'ble Minister of Railway that this work of gauge conversion from Gorakhpur to Anandnagar, Anandnagar to Naugarh, Naugarh to Badni, Badni to Balrampur and Balrampur to Gonda, should be completed in a time-bound manner.

I thank the Hon'ble Minister of Railways as he has made some provisions for the North-eastern States in the Railway Budget. I would request the new Minister of Railways to state these things without making any changes. It should not be such Shri Mukul Roy Ji will reject all the announcements made by Shri Dinesh Trivedi Ji.

I represent Gorakhpur parliamentary constituency. Gorakhpur is the Headquarters of the North-eastern Railway. It is also the Zonal Headquarters. In every Zonal Headquarters there is a divisional Headquarters, therefore, I request that a Divisional Headquarters should be set up in the Zonal Headquarters of Gorakhpur. A loco-electric factory should be set up in the Zonal Headquarters of Gorakhpur. There was a steam factory but since no India stopped manufacturing steam engines, we already have infrastructure over there. We can improve the structure of that factory which has been lying closed by making small investment and providing facility and can set up a loco-electric factory. The doubling and electrification work of Gorakhpur-Gonda-Lucknow railway line should be completed in a time-bound manner. Ms. Mamata Banerjee had made an announcement last time to introduce a Rajdhani or Duranto train between Gorakhpur-Delhi railway line. A superfast train was also announced to be run on Delhi-Gorakhpur-Kolkata railway line. She has taken over the reigns of Kolkata and now you represent her here in the House. We expect that you prove to be a true representative of Mamata ji and implement her announcement. There is a 3-4 months waiting period for booking the Gorakhpur-Delhi train. You can ascertain this fact. I would request you to introduce a Shatabdi or Duranto train on this route.

Secondly, a superfast train should be introduced between Gorakhpur to Kolkata as large population of our region in Kolkata and North-eastern States. They are facing a lot of inconvenience in the absence of train facility.

Sir, the Maha Kumbh fair is going to be held in Prayag next year and for that arrangements need to be made prior to the fair of Eastern Uttar Pradesh would travel from North-eastern Railways Gorakhpur to attend this Maha Kumbh. Gorakhpur is the Headquarter of North-eastern Railway. North-eastern Railway represent the commuters of Eastern Uttar Pradesh, North-western Bihar

and large chunk of people from Nepal. An intercity train should be introduced between Gorakhpur to Allahabad. Besides, Gorakhpur-Haridwar-Dehradun bound Rapti Sagar Express should be made a daily train, pantry car facility may be provided in Gorakhdham Express which runs between Bhiwani-Gorakhpur the timings of Saptkranti Superfast train which runs between Bihar and Muzaffarpur may be changed to 5.00 PM and the platforms of Nakaha, Cantt, Surajkund, Pipiganj, Campierganj, Maaniram, Sahjanwa, Pipraich and Jagathbela railway stations under the North-eastern Railway Gorakhpur may be raised. The arrival time of Gorakhdham Express, which runs between Gorakhpur and Bhiwani, at New Delhi should be made 5'0 clock and its departure time from New Delhi should be made 5.30 PM. Besides this, we have made a demand regarding construction of road bridges over on some important places under the North-eastern Railway Gorakhpur which includes Nanda Nagar of NH-8, Nakaha railway crossing, Pipiganj railway crossing, Maaniram railway crossing, Pipraich railway crossing, Campierganj railway crossing and Sahjanwa railway crossing. Earlier also, we had sent a proposal to the Ministry in this regard.

Sir, I hope that the Railways will provide safe journey to the railway passengers under your leadership. I wish all success to the Government for modernization and economic progress of the railways and hope that the railways will touch new heights under your able leadership.

*SHRI K. C. SINGH 'BABA' (Nainital-Udhamsingh Nagar): I would like to congratulate hon'ble Minister of Railways for presenting the railway budget 2012-13 which is likejby the people. The qualitative improvement in financial condition of Indian railways will be made by the long term targets and positive proposals given in the budget. Today, the country is moving on the path of providing world class railway service. While supporting the railway budget 2012-13, I welcome the positive budget. The proposal presented by the hon'ble Minister of Railways in regard to removing unemployment from the country and running double decker train is commendable. The special emphasis has been given for making railway journey more comfortable, passenger safety and modernisation of railways. I am sure that Indian Railways will be counted in best railway services of the world very soon.

First of all, I would like to thank the hon'ble Minister of Railways and express my gratitude for expansion of railway services in Uttarakhand.

I would like to draw the attention of the House towards some important points of the railway budget. Many steps

*Speech was laid on the Table.

have been taken to make modern and upgraded services available to the passengers of all sections in the railway budget.

Being an international player, I am very glad that 7 players of the Indian Railways had been conferred with Arjun Award and one player with Major Dhyanchand Award in the year 2011-12, and 5 players from Indian Railways have qualified for Olympics 2012. The Railways initiative in regard to 'Khel Ratna Awards' and preparing roadmap for sports is worth mentioning.

The salient features of the railway budget have been appreciated by all sections of the society. Announcement in regard to security, strengthening, measures to reduce rush and capacity enhancement, modernisation, reducing operation ratio from 95 per cent to 74 percent in the last year of 12th Five Year Plan, setting up Logistics Corporation, cooperation with State Governments, contacts with neighbouring countries, railway based industries, green initiatives and facilities for passengers/train users, provisions for overbridge, Lift and Escalator and other important facilities is commendable.

Uttarakhand is a tourist destination, therefore, there is need to make proper arrangement for expansion of the railway services. I have continuously been making request for expansion of railway services in Uttarakhand for the last eight years. Many other important proposals/demands of the people of Uttarakhand have not been included in the railway budget for the last many years.

There is a need to conduct re-survey of new railway line on Kashipur-Jaspur-Dhampur route. The Railway department had conducted survey in regard to Kashipur-Jaspur-Dhampur route in the past. This route touches the Dhampur area of Uttar Pradesh and by construction of this railway route one end of Uttarakhand will be connected to the other end of Uttarakhand. I have been making repeated request for laying of new railway line from Kashipur to Jaspur for the last eight years. The survey of new railway line from Kashipur-Jaspur and Ramnagar-Bajpur-Gadaupur-Rudrapur-Kitcha-Sitarganj to Khatima Tanakpur should be conducted. There is a need to connect Delhi-Dehradun route from Mujaffarnagar to Luxar by constructing a direct railway line. Besides, attaching 1st AC and 2nd AC coach in Train No. 25013 and 25014 running from Ramnagar to Delhi and upgrading every coach, these trains should be run from New Delhi.

To get rid of the problem of daily traffic jams and accidents, there is a need to construct over-bridge each at

Kashipur road railway crossing-Bajpur road railway crossing, and railway crossings falling on national highway no. 58 and 72.

There is a need to extend train starting from Ramnagar at 3.45 am to Muradabad, at Delhi or to connect it with Intercity Express coming from Bareilly or to link it with any train upto Delhi.

In view of the Punjabi community inhabited in Terai region, a new direct train should be introduced from Ramnagar to Amritsar and Jammu Tavi via Kashipur Muradabad. The upgradation and modernisation of Kashipur, Ramnagar and all stations falling on railway line from Kathgodam to Delhi should undertaken.

There is need for doubling of railway line from Luxar to Dehradun via Haridwar. There is need to run a superfast non-stop (Duranto) train from New Delhi to Dehradun. There is need to construct new railway line from Tanakpur to Dehradoon so that the one end of Uttarakhand may get connected with other end of the State through the railway line. With the construction of new railway line, the residents of the area will be benefited alongwith the tourists.

The stoppage to all trains should be provided at Mahukheda Gang.

Uttarakhand Sampark Kranti do not halt at Haldwani before reaching Haldi, which is in actual a stoppage for famous Govind Ballabh Pant Agriculture University and also a newly constructed industrial city of Uttarakhand. There is dire need to provide stoppage to all the trains. There is need to construct a new railway route from Rishikesh to Dehradoon.

There is need to construct railway line from Rishikesh to Devprayag/Badrinath and from Kamnagar to Chaukhutiya and from Tanakpur to famous pilgrim site Poornagiri. There is need to construct a new railway line from Saharanpur to Dehradoon. A new Rajdhani or Shatabdi train should be introduced from Kathgodam to Mumbai. There is need to run a train service between Thiruvanthapuram (Kerala) and Dehradoon. There is need to run non-stop Duranto train from Delhi to Ramnagar.

The number of domestic and foreign tourists, pilgrims, nature-lover, Himalayan lover, wildlife lovers, film producers visiting Uttarakhand round the year is much more than the population of the state. Therefore, while keeping public interest in view, I would like to request the hon'ble Minister to undertake re-survey of new railway line from Kashipur-Jaspur-Dhampur on priority basis. I would like to request

to include proposals related to railway expansion in Uttarakhand in the railway budget of the year 2012-13. While supporting the railway budget, I would like to thank and express my gratitude towards the hon'ble Minister.

[English]

DR. MIRZA MEHBOOB BEG (Anantnag): The Railway Budget was presented before the House for the year 2012-13 and I am here to express myself on the Budget which was presented to us.

Sir, I welcome the new Railway Minister here. Persons do no matter. It is the institutions which matter and what will matter ultimately is that there may be partial rollbacks or complete rollbacks but the issues which were raised are very important issues and those need to be addressed and those cannot be wished away. One is the safety and another is upgradation and modernization of Indian Railways for which once we were very proud of. Those were the days when from Kashmir to Kanyakumari, everybody would talk with head high about Indian Railways. But it is no more there. One of the reasons is for the last ten years, no concerned Minister dared or risked to take steps which were not very popular.

I do not say that you should burden the people with unnecessary hikes in passenger fares. I do not say that. But the Government of India and the Railway Ministry have to create resources. They have to tell us as to how they are going to address the issue of safety and how they will modernise a very sick railway which we have right now. That is very important. That cannot be wished away. You can travel from one place to another place. You can pay less. But paying less should not mean that their safety will be compromised. We hear about railway accidents day in and day out. There is no end to it. It has become an endless thing. The Railway Ministry will have to look into it. I would request the new Railway Minister to look into this. There is no escape from this fact. One has to do it. One cannot wish away these two important issues. These are to be addressed.

Having said this, I would say one thing. Before coming to this House, I thought Kashmir was the only place which is being ignored. Now I hear from all the hon. Members their stories, how the Railway is not being run very effectively and safely.

When I talk about Kashmir, I would say that three Prime Ministers laid the foundation stone in Kashmir. They got the applause from across the State that Kashmir would get connected with the rest of the country and with rest of

the world. But, after laying foundation stone, Kashmir is yet not connected with Jammu through Railways. Therefore, it is yet disconnected with the rest of the world. As I had said and I am repeating it, that before Independence, Kashmir was connected with the rest of the world. For various political reasons, we got disconnected. We got disconnected from the rest of the country; we got disconnected from the rest of the world. I am talking about roadways. Now the only link that we have with the rest of the world is Kashmir-Jammu National Highway. And still, we are not connected with the Railways. There are other areas. Now we have Railways running in Kashmir Valley but when we talk about the State of Jammu and Kashmir, there are areas like Rajouri, Punj, erstwhile Doda District, Kupwara which are still not connected. I may tell you that three Prime Ministers laid the foundation stone. But, unfortunately, since the Jammu and Kashmir does not have a Railway Minister, therefore, we do not get connected. This is very unfortunate. We cannot have the Railway Minister because we are only six elected Members from the State of Jammu and Kashmir. When we talk about Railways, it should not be State railways, it has to be national railways; it has to be the Indian Railways. It cannot be State railways. One State may get preference, other States may not get. But somewhere down the line, justice should be done. I hope that justice would be done.

I have received a representation from my area. As I said, within Valley we have got the railway connection. Shopian is a place which is very rich in apple, very rich in fruits. They want a connection from Arweni, Bijewara to Shopian. I do not know whether the ecology of the area will allow this and whether it is feasible or not. But I must make this point very clear that Shopian should get some kind of connection. It should be taken into consideration. Some issues are very important which you cannot wish them away for long. I have received a representation. It is not a very big thing. They wanted a halt station at Hillar Shah Abad, Duru in District Anantnag. I wrote a letter to the Railway Ministry. They sent a reply to me dated 1st February, 2012 saying that the concerned officials had been directed to examine the matter. That is it. It stops there and nothing moves. Kashmir is a part of the country. I would request the new Railway Minister to take all necessary steps without any further delay to ensure that Kashmir is connected with the rest of the country and the rest of the world.

SHRI ARUNA KUMAR VUNDAVALLI (Rajahmundry): Mr. Deputy-Speaker, Sir, I wanted to speak in Telugu and asked for interpretation facility because Muniyappaji was sitting here.

[*Translation*]

Shri Mukul Roy ji is present here thus, I would not speak in Telugu as he might have difficulty in understanding me.

[*English*]

I want to raise certain points, certain promises made by Mr. Trivedi. When he came to Hyderabad, a meeting was organized which was presided over by our Chief Minister. One of the main projects which appeared in the Railway Budget is Kovvuru-Bhadrachalam new line. This has an RoR of 27 per cent. Perhaps this is the only project in the country, not only in the Railways sector but in any sector, which has the best rate of return of 27 per cent. The project costs more than Rs. 800 crore; about 130 kilometres distance will be saved between Vizag and Hyderabad; 210 backward villages will be connected out of which about 170 are tribal villages. I would request Mukul Roy sahab to draw up a time-bound programme to complete this project, which will be helpful to people in both Andhra and Telangana regions.

Kotipalli-Narsapuram railway line is an ideal project for development of tourism. The line goes alongside the banks of river Godavari on one side and the Bay of Bengal on the other side. This project was taken up earlier and a line of about 30-40 kilometres has already been opened. But no trains are running on this section because there are no passengers to travel a distance of just forty kilometers. As a result, the railway line is now being used by villagers for drying their clothes. In this connection I would like to draw the attention of the House to a project in Patna. In Patna the Indian Railways have taken up a project in partnership with the State Government for construction of a road-cum-rail bridge. There are three bridges to be built on this Kotipalli-Narsapuram railway line. What has happened in Patna can happen in East Godavari District of Andhra Pradesh also. This will be the most enterprising train because people would feel like traveling on this line just to enjoy the scenic beauty of the region. It is such a wonderful place. It is known as the rice bowl of the country. That is the best way to encourage tourism also.

In my home town Rajahmundry there is an old railway bridge which was constructed in 1900. The bridge was abandoned in 1997. It is no longer in use. The railway line and the railings have been taken off, but the bridge is intact. I, therefore, suggested that it could be used for development of tourism on river Godavari. I mentioned this

when Lalu Prasadji was the Railway Minister, and he immediately accepted my suggestion. We had got a communication from the Railways saying that Rs. 1 lakh would have to be paid as rent every year for using that bridge, and we were ready to do that. But somehow, that idea did not materialize. Later, I raised this issue again when Miss Mamata Banerjee was the Railway Minister. She said that it would be completed expeditiously. But somehow, Mukul Royji, this has been pending since then. This can be implemented with immediate effect because the Tourism Development Corporation of Andhra Pradesh and the State Government are ready to undertake this project. I would request that a meeting be immediately called to settle this issue. The old bridge runs across river Godavari, connects Rajahmundry and Kovvuru, and there is a big island in the middle which can be developed into very good tourist attraction.

Muniyappaji came to Rajahmundry recently and he was kind enough to check himself the public toilets being used by the second-class passengers. He took water from the taps there and made all the officers also drink the same water. He said that the water should be clean. Apart from that he promised that the eastern side platform will start functioning immediately; and also, he said that an escalator which we were demanding for the last five years, will also be built, very soon. I request the Minister to take up that project. Rajahmundry is a city on the banks of River Godavari, which is known as Dakshin Kashi; it is a very big tourist place. In Rajahmundry, we have a KG basin; we have an airport; Rajahmundry is growing in a rapid way; and the Railways should come and participate in this, with their own contribution.

There is a vacant land of about 44,894 hectares. A survey was conducted and a report was submitted to the Indian Railways on 1st April, 2006; it states that out of 4.32 lakh hectares, 44,894 hectares are of no use; most of the lands are at the centre of the cities like Mumbai, Rajahmundry and Hyderabad. We have such lands near the railway stations. In Rajahmundry, each yard of land costs about Rs. 1,50,000. We have five acres of land adjoining Godavari Railway Station. If you develop these lands on PPP mode, it will be a wonderful project and it will give huge revenue to the Railways, to be on par with other modes of transport like road and air. They are going in a big way and the Railways are lagging behind.

Another point about which I want to impress upon the Minister is not to allow the operating ratio to exceed 90 per cent because it is not good for the health of the

Railways. You can give subsidized railway tickets to passengers who are really poor. People who are travelling in A/C coaches, whether it is II-tier or III-tier or 1st A/C, need not be given any subsidies. Even people who are travelling in sleeper class need not be given any subsidies. More and more subsidies should be given to the passengers who are travelling in II-class regular compartments. In long trains, there is only one II-class compartment. In many trains that pass through Rajahmundry, we see that there are 23 regular compartments and only one compartment is left for the poor people to travel, without reservation. If you can make two compartments for them, it would be ideal for the poor people to travel in trains.

MR. DEPUTY-SPEAKER: Please conclude.

SHRI ARUNA KUMAR VUNDAVALLI: Thank you, Sir. With this, I conclude. I am the only Member who is resuming the seat immediately on being asked to do so.

SHRI MOHAMMED E.T. BASHEER (Ponnani): Sir, of course, there are some positive aspects in this Railway Budget. I extend a very hearty welcome to the new Railway Minister.

As far as Kerala is concerned, our hopes have been derailed in this Budget — I am sorry to say this. Our reasonable demand for a new Railway Zone in Kerala has not yet been met. Similarly, our reasonable demand for a high speed railway corridor also remains like that. Electrification and doubling projects in Kerala is going on in a dead-slow way; especially the electrification project between Shoranur and Mangalore is very slow; expeditious action should be taken on that.

Automatic signal system is also going very slowly. That may also be expedited. As far as passenger amenities are concerned, there were many speeches in the past; but there is no improvement as far as Kerala is concerned; they are saying that it is due to the shortage of funds. I request the Minister to take emergent action on that.

We all know that from South India, especially from Kerala, there are a lot of students studying in Delhi and surrounding places. As far as special trains during vacation are concerned, I would request the Government to please arrange to run more trains during vacation.

There are certain remarkable steps and offers in this Railway Budget. As far as safety and security is concerned, you have given emphasis.

Formation of Special Purpose Vehicle for Rail, Road,

Grade Separation Corporation of India is also a welcome step.

Formation of Railway Safety Authority is another commendable step.

Programme of action in light of Kakodkar and Pitroda Committee is also a highly appreciated step.

Electrification of 6500 km. of track during the 12th Plan period is also the most welcome step.

I congratulate the Government for increasing allocation for passenger amenities from Rs. 762 crore in 2011-12 to Rs. 1102 crore in 2012-13.

The Government has made a very lengthy plan for installation of escalators at important stations. Old people are suffering like anything. I would request you to take an urgent action for installation of escalators at important railway stations in the country.

In the Budget speech a mention was made about the PRS. I would like to know what happened to the other offer of having one PRS in every parliamentary constituency. I have identified the place and given suggestion also but nothing has been materialised in that direction. I would request the hon. Minister to fulfil the promise made earlier in the Railway Budget speech.

Similarly, the Minister has declared that one coach in all Express and Mail trains will be arranged for physically handicapped persons. I would say that it is a very good declaration on his part because they were asking for it since long and finally he has come forward to attach one coach with all the Express and Mail trains for the convenience of the physically handicapped persons.

With regard to filling up of vacancies I would like to say that Railway is suffering like anything due to shortage of staff in both mechanical and other fields. The Minister has assured in the speech that he is going to fill up the vacancies and one lakh persons are going to be recruited. I would like to add here that while you are filling up the vacancies you must ensure that social justice is also fulfilled. You have to realise that Railway is the biggest employer in the country. In Railway, representation of backward, minorities is very less and it is below 4 per cent as per the Sachchar Committee. It was assured that social justice will be adhered to strictly in the Railways but unfortunately nothing has been done so far. When you are recruiting new persons kindly see that social justice is fulfilled. I hope that you will keep up your promise.

There has been a mention about the stoppage of the

trains. In Chapter 111 you have stated that there are difficulties in allowing new stoppages for the trains. I appreciate that you may have difficulty in doing that but kindly appreciate our difficulty also. As MPs, we are all requesting you to give us more stoppages. It is quite natural that you cannot yield to all these demands but please realise our difficulty also. It is a headache for an MP to arrange for some stoppages. I had demanded stoppage for certain important trains in my constituency such as Tanur, Parappanagadi, Kuttippuram and Palippuram. Kindly have a discussion with us and give us some option. We will shortlist our demand. As I told you in the beginning, it is a headache for all the MPs. I hope that you will be kind enough to MPs and arrange for some stoppages in my constituency.

In the end, I would like to say that online reservation facility is available but for physically handicapped persons, who get some concession because of their disability, online reservation at the concessional rate is not allowed. I think it will be a blessing if you allow online reservation with concession for the physically handicapped persons. I hope the Government will take a soft line in their case.

I once again appreciate the good steps taken by the Railways and wish that under the leadership of the new Minister the Railways will fulfil its promises.

I express my best wishes for the new Minister.

DR. RATNA DE (Hooghly): Sir, I express thanks for giving me the opportunity to speak on the Railway Budget. At the outset, I would like to congratulate and express my gratitude to newly appointed Minister for Railways, Shri Mukul Roy.

I will make a few important points concerning the welfare of *Ma Mati Manush* which is the slogan of our leader and West Bengal Chief Minister, Kumari Mamata Banerjee and our party, Trinamool Congress.

There is no doubt that UPA - II Government has made great strides and is bound to further make great strides in every conceivable field. As everyone is aware, Railways being the lifeline of our nation has a daunting task of catering to the needs of whole country. In spite of pressures, our leader, Kumari Mamata Banerjee, the then hon. Minister for Railways, did not increase the fares of passengers keeping in view the already heavily burdened shoulders of *aam aadmi*, due to ever increasing prices of every items, particularly, the most essential food items, petroleum products, etc. Under such a dismal situation, we oppose the hike in prices of passenger fares. The same

should be rolled back. This is our demand.

So, fare increase is not fair at all. If we consider the plight of *Manush* or the poor man, who toils hard, still finds it difficult to meet both ends.

It is reported in a newspaper that it is not so *aam* hike. Though, the Minister has played with the jugglery by stating that it is only five paise per kilometre, in real sense, it is a 20 per cent jump.

It is a welcome measure to see that an additional Rs. 4,000 crore would be spent on railway safety in this year. If the Government wants more funds for safety and for other pressing purposes to bring Railways on the right track, why not Government, bring back the black money stashed in the foreign banks? Why not tax the rich or corporates, who mints in thousands of crores of rupees in each project or deal and get a lot of incentives from the Government?

Just to give a comparison to prove the point of our leader, Kumari Mamata Banerjee and Trinamool Congress, the hike for the sleeper class is 19.37 per cent; for AC 3, it is 14.32 per cent; for AC 2, it is 15.67 per cent; and for AC 1, it is 18.5 per cent. How can you put Sleeper Class passengers in the same bracket as that of the passengers of AC 1, 2 and 3? Is it logical? Does that make sense? Are you for the poor, who constitute only 99 per cent or for those rich, who constitute 1 per cent? Do not you feel that injustice is being meted out to the poor, who are already over burdened with the spiraling prices?

The proposal for introducing a fuel adjustment component is also a method for increasing the fares which would impact the *aam aadmi*. This should not be agreed to.

To make good any reduction in revenue due to withdrawal decision, Railways can consider options for generating revenue like advertising; commercial utilization of vacant railway land; to increase loading by more efficient use of railway assets; by providing thrust on PPP initiatives and further increase in upper class.

The Railways cannot be seen as a mere commercial enterprise and has a social objective and obligation. The Railways is also a Government entity which does not have any competitor from the private sector unlike power, telecom sectors, etc., where both public and private is in competition. Basing its revenue models on commercial lines, which is the purpose of the proposed authority, would defeat the very purpose of Railways' social

obligation to the nation. Railways can fix the tariff for its services themselves keeping in view the economic capacity of the travelling public and social objectives.

The average travelling public in India looks forward to wholesome and hygienic food at affordable prices. India's diverse culture provides for variety along with lower costs through use of local ingredients and menus specific to different regions. At a time when the world is switching to Indian cuisines and when enough expertise is available within the country, there does not seem to be any reason for inviting foreign know-how or supervision for this activity.

The present structure of the Railway Board represents functional expertise, experience and wealth of knowledge. I think there does not appear to be any reason to expand the Board.

The Railways is one of the most economic means of transportation in our country and it is an important vehicle for the poorest of the poor. It is an engine for growth. There is no denying the fact that our Railway network is one of the largest in the universe. Other methods should be adopted to increase revenues for modernisation of Railways.

I would like to know the status of freight corridor. A 9260 kilometres long corridor would help the Railways to earn more from freight traffic. The Railways should make all out efforts to complete this corridor in time so that cost escalation is avoided, Indian Railways earn more and maximum benefits accrue to the general public.

No doubt passenger amenities should be improved. It would be a daunting task for the Railways to do throughout the wide network of the Railways covering the length and breadth of the country. There is a lack of toilets, waiting halls, benches, etc. in most of the major Railway stations and small stations also. These require huge corpus of funds.

A number of surveys for new lines and doubling of lines have been sent to the Railway Ministers which would fetch huge traffic returns.

As everyone is aware, there are a huge number of pending projects which have been started with much fanfare but they have never seen the light of the day. Surveys have been conducted and a sizeable amount have been spent on such projects. But mid-way the same have been abandoned. Everyone is in the knowledge of such projects which are spread all over the country.

I would like to fervently appeal to the hon. Railway

Minister to see that such projects which would really help the needy and which would really ease the problems of the people should be taken up.

Sir, before I conclude, I would urge the Railway Minister that safety should become an integral part of the functioning of the Railways.

I conclude my speech with the hope that the hon. Minister of Railways would give topmost priority to the problems mentioned by me in my speech as they are long-pending issues.

I hope and wish the hon. Railway Minister will roll back the passenger fares and platform ticket prices.

[Translation]

*SHRI BHAUSAHEB RAJARAM WAKCHAURE (Shirdi): I urge upon you to construct a new railway line from Shirdi to Singapur in my Parliamentary Constituency and for doubling of the Nagar-Daund-Manmad railway line.

The upgradation of the Belapur-Kopargaon railway station was announced in the last budget but no work has been done in this regard till date. I urge upon you to get this work done as soon as possible.

The survey of the Belapur to Pareli railway line via Nevasa was conducted during the British era but no progress has been made in this direction after independence. I urge upon you to get the construction work of this railway line started as soon as possible.

Nasik to Puna railway line was approved last year and no funds have been allocated for this line till date and it has been stated that this case has been forwarded to the Planning Commission stating that it has become a pilgrimage site and devotees visit this site not only from all regions across the country but also from across the world for paying homage. The number of devotees is increasing day by day and all the people, be it rich or poor, benefit from this visit in one way or another. After the arrival of Shri Sai Baba in Shirdi, such a small village has got the prestigious title of holy site/place. The holy site of Shri Saibaba Shirdi is a major and important place for all the sections of society in the entire world including India.

A large number of devotees keep visiting the August Muni Mandir in Akola taluka, Kaccheshwar temple in Kopargaon taluka, Mahanubhav Chakradhar Swami Sthal

* Speech was laid on the Table

of Punjabi community in Domegaon in Shri Rampur taluka, Samadhi of Shri Changdev Maharaj in South Kashi (Puntambe) in Rahata taluka, Samadhi of famous South Indian Saint Chidambram Swami in Babalgaon in Baijapur taluka and many other famous holy sites including Shani Singnapur and Saint Gyaneshwar temple Nevasa taluka in the Shirdi Parliamentary Constituency.

Therefore, I urge upon you that in view of the sanctity of the Shirdi Parliamentary Constituency in Maharashtra, Shirdi railway station should be further upgraded into a junction and provide connectivity to the Shirdi railway station with the main cities in various regions of the country through railways and the devotees visiting Shirdi should be given ticket concessions as well.

A large number of devotees from Delhi and nearby areas visit Shirdi to pay homage to Shri Sai Baba but they face a lot of inconvenience due to non-availability of train reservation. Only one train runs from Delhi for Shirdi and that too, only once a week which is not adequate as the number of devotees is increasing. Therefore, I urge upon you to increase the availability of seats in all classes in the Kopargaon/Manmad bound superfast trains for all the devotees who visit world famous Shirdi Dham to pay homage to Sai Baba including Sampark Kranti Express (2629), Pune-Gorakhpur express (1037) and Yashwantpur-Bangalore-Hazrat Nizamuddin trains should be given stoppage at Kopargaon station and a Duranto and a Superfast train should be run every day from Delhi to Shirdi and these trains should be connected with Shirdi Railway station.

A large number of devotees from not only various regions of the country but the entire world visit the world famous holy site Shirdi of Sai Baba every day. But there is a lack of basic facilities for devotees in the Kopargaon and Nagarsul railway stations nearby the world famous Shirdi site. Both of these railway stations should be upgraded as model stations and beautified and more facilities/amenities should be provided along with basic facilities.

For a very long time there has been a demand for laying down new railway lines between Nasik and Pune and Manmad-Shahpur via Akola and between Belapur and Pareli Vaidyanath via Nevasa. But none of these lines have been laid down. I urge upon you to immediately start the laying down of these lines.

There are a large number of railway porters across the country who are from poor families and serve the

railways. But no significant amenities are provided to them by the railways. Due to this they feel helpless despite serving the railways. I urge upon you to take necessary steps for providing pension and other services to railway porters on the lines of railway personnel.

It is a matter of concern for us that recently there has been an increase in the train accidents. It is true that most of the accidents take place due to human error. As per one information/source there is a shortage of around 17 thousand drivers. Besides, there are around three thousand five hundred drivers in 16 zones who are working as peons and car drivers on stations. There is always a danger of accident due to fatigue and lack of sleep.

Therefore, I urge the Hon'ble Minister of Railways to seriously consider this matter and take necessary steps to fill the vacant posts of drivers and railway drivers should not be engaged in some other work.

*SHRI GORAKHNATH PANDEY (Bhadohi): I would like to draw the attention of the hon. Minister towards some problems of my Lok Sabha Constituency Bhadohi and Purvanchal in connection with the Railway Budget 2012-13. For the last few years, I have been raising some demands, however, no action has been taken on my demands which are as follows. It is necessary to pay attention on these demands in public interest.

1. The proposal regarding construction of ROB on Bhadohi city railway line is still pending. Kindly take action.
2. There is a long standing demand to provide stoppage of Shiv Ganga Express (Up-Down both) at Gyanpur Road Station. Please take appropriate action.
3. A demand has been made for several times to provide stoppage of Kamayani Express at Suniyawa station.
4. Construction of manned railway level crossings at unmanned crossings.
5. Action may be taken for expansion of Gyanpur Road Station, Bhadohi station and Handia station.
6. It is necessary to provide stoppages of Mumbai and Kolkata bound trains (Up-Down) at Handia station in public interest.

The above mentioned demands have been raised by me in the House several times. Proposals have been

* Speech was laid on the Table

sent to the Department and the Railway Commissioner regarding construction of railway overbridge on Bhadohi railway line in public interest, however, no action has been taken till date. Bhadohi being a 'Carpet City' is visited by foreign buyers, however, since they have to wait for hours due to closure of level crossings, they do not wish to visit Bhadohi again. Besides the loss caused to trade, difficulties are being faced by the people, school children and traders. Demands is being made for years. It is requested to accept this demand. The route of some trains has been changed due to which there is a lot of resentment among the people. For example, Pawan Express train (Up-Down both) which was running between Bombay and Allahabad via Handia-Gyanpur Road-Madho Singh-Varanasi, should ply on this route itself. Its route should not be changed. Similarly, the route of Inter-City train, which used to run between Varanasi and Kanpur via Gyanpur Road-Handia-Allahabad has been changed to Allahabad-Gyanpur. The people are demanding to reintroduce the previous route. A demand is being made for years to introduce a train from Varanasi-Gyanpur Road-Allahabad, the Capital of Lucknow. Immediate action may be taken on this.

My Parliamentary Constituency Bhadohi, U.P. has a distinct identity in terms of carpet business and tourism. On the one hand carpet business worth millions of dollars is done here and on the other religious and mythological places like Bodhgaya, Vindhyachal, Sita Samahit Sthal, Lakshagraha attract foreign tourists. Thousands of foreign buyers and tourists visit Bhadohi every month. Therefore, availability of trains heading towards Delhi, Bombay, Kolkata is essential. There is a need to introduce a Duranto train for these big cities from Varanasi and Allahabad. The people are demanding to connect these places by introducing trains equipped with modern technology.

A demand is being made to raise the platforms of Gyanpur Road Station, Handia Station, Madho Singh Station, Bhadohi Station, Suriyawan Station, Janghai Station and converting the said stations into a model station. Besides, the demand is also being made for their expansion, however, no action has been taken till date, though letters have been sent to the former Minister of Railways several times. The Shiv Ganga Express runs between Varanasi and New Delhi. Several times, I had personally requested the hon. Minister in the House during the Budget Session and through correspondence, however, no action has been taken till date despite giving assurances. Hence, I request that these problems may be solved by taking action on these demands keeping in view

public interest.

My Parliamentary Constituency Bhadohi, Purvanchal, U.P. is situated midway between Varanasi (Kashi) and Allahabad (Prayag) which are important from religious, historical and mythological point of view. In terms of population density, Bhadohi is the most densely populated region. Thousands of people travel by train daily, however, it is necessary to fulfil those demands which are being raised for years. Sir, sanction has been accorded to the doubling work between Varanasi-Allahabad, for which we had been making demand for years. I myself and the people of my constituency are thankful for that. However, unless an over bridge is constructed at Bhadohi Nagar, stoppage of Shiv Ganga Express, which runs between Varanasi-New Delhi, is provided at Gyanpur Road, expansion work of stations is undertaken, some fast trains are introduced and manned railway crossings are constructed at unmanned crossings till then the people will continue to face difficulty.

In the end, with these suggestions and while demanding to fulfil some of my demands, I draw the attention of the Minister of Railways towards the problems of the people and request him to solve these problems.

SHRI OM PRAKASH YADAV (Siwan): Hon. Deputy Speaker, Sir, I thank you for giving me an opportunity to participate in the discussion being held in the House on the Railway Budget 2012-13.

Sir, the hon. Minister of Railways, Shri Mukul Roy has taken the charge as Cabinet Minister. I wish him a happy life and while hoping that the railways will touch new heights under his able leadership, I would like to draw the attention of the House towards my Parliamentary Constituency Siwan.

In the year 2010-11, the former Minister of Railways Km. Mamata Banerjee had proposed a new railway line from Laar to Majhi. The survey has also been conducted for this purpose. I would like to tell the new Minister of Railways that this is a rural area. Not to speak of boarding the train, the old people of this area have not even seen the train. We want you to implement this ambitious scheme. Since its survey has already been conducted, I request the Government to allocate funds for this purpose so that the work of laying a new railway line can be started.

Secondly, New Jalpaiguri-Ajmer Sharif Train No. 19601/19602 runs once a week via Chhapra-Siwan-Deoria. This train should be given two minutes stoppage at Siwan as it is a minority dominated district and all the

people including the Hindus and the Muslims visit Ajmer Sharif to pay homage to the holy shrine. It would be beneficial for them if stoppage of the said train is provided at Siwan. Moreover, it will not cost anything to the Railways. There is another train called Awadh-Assam Express which does not have stoppage at Daraunda station. It would be convenient for the people to visit valley if stoppage of this train is provided at Daraunda station. Third train is Amritsar-Katihar Express. I would be thankful if train No. 1507/1508 is provided stoppage at Mairwah station.

Secondly, Jeeradai is the birth place of our first President Dr. Rajendra Babu. I would be thankful if a statue of Dr. Rajendra Babu is installed here after developing this station as a model station.

Through you, I would like to convey my request to the Minister of Railways and with these words, I conclude my speech.

SHRI DATTA MEGHE (Wardha): Mr. Deputy Speaker, Sir, first of all I welcome the newly appointed Minister of Railways. The people of the entire country hope that new Minister of Railways will roll back the increase in passenger fares in the interest of the poor of the country. I think the people of the country are expecting this.

Sir, the hon'ble Minister has hiked freight charges. Increase in freight has a spiraling effect on the prices of essential commodities. I hope the hon'ble Minister will consider the fact so that the common man may not get affected with the Railway Budget. Mamata Didi has recommended you as the Minister only because of it. I understand that you are going to fulfill the aspirations of common man. Announcement in regard to 75 new trains even in adverse circumstances is a welcome step. I hope the Government will take care of the poor people in the passenger fares increased. I would like to welcome the hon'ble Minister as he has taken care of the health of the 14 lakh railway employees alongwith the health of railways. A wellness programme for employees has been started. The Railway Budget has laid special emphasis on passenger safety. Innocent people are killed in the accidents. The report on railway safety has been submitted, lots of funds are required. But I understand that some budgetary allocations should be made in this regard. Therefore, the proposals presented by the Ministry of Railways for tackling this problem are commendable. But its implementation is the biggest challenge. Similarly, I have expressed my concern in regard to railway accidents. He told in his speech that death at railway lines is not acceptable.

By accepting the recommendations of Dr. Kakodkar Committee, the hon'ble Minister has opened the way for long term measures in regard to railway safety.

On seeing the present condition of Indian Railways, there is no doubt that railways is in dire need of modernisation. We have been making over railways in the name of modernisation. We need Rs. 5.60 lakh crore for implementation of blueprint presented by Sam Pitroda Expert Group, which has been sanctioned by hon'ble Minister. I do not think it will be done at present. But, I understand that the report should be implemented and modernisation should be undertaken.

If it is seen in the entire country's perspective, the Railway Budget is good. But I have to say with regard that injustice has been committed against Maharashtra this time also, as it happens always. Today, the entire country is linked with railway network, but skelton presence of railway network is there in Maharashtra. The hon'ble Minister visited Mumbai 15 days back. He held a meeting with Parliamentarians. All of us gave him many suggestions and apprised him about many conditions. But, it seems to me that all these things have not been included in the Budget.

There are almost 35 railway line projects pending in Maharashtra. The state Government of Maharashtra is ready to bear the 50 percent cost of these projects. Despite that the work in regard to 35 lines is pending like Ahmednagar-Beed-Parli Vajinath (261 kilometres) Wardha-Nanded via Pusad (270 kilometres), Manmad-Indore (350 kilometres), Wadsa-Desaiganj-Armari-Garhchirauli (50 kilometres), Garhchandur-Adilabad (59 kilometres). I would like to urge the Government to complete these projects at the earliest.

Besides that, I would like to draw the attention of hon'ble Minister towards my Parliamentary Constituency, Vidarbha. Sir, I regret to say that I have submitted roughly 100-150 complaints or requests during the last two-three years but I am yet to receive any positive reply.

Not taking much time, I would like to say some things in regard to my Parliamentary Constituency. Nagpur is located in centre of our country. It should be developed on the lines of Mumbai, Kolkatta, Delhi and Chennai. The industrial development of Nagpur is taking place at a very fast pace. Therefore, I demand that Nagpur Railway Station should be developed to international standards at the earliest. Mamataji had announced that big stations will be modernised, they will be developed to international

standards. But, the work in this regard has not been initiated so far. I would like to request you that the announcements made in this regard, should also be fulfilled.

Achalpur in Amravati district is a cotton producing area so the National Textile Corporation wanted to come up with a Green field project here. Railway land had been allocated for this purpose but the land is yet to be transferred. I have requested the Government on several occasions for widening of the flyover at Wardha Railway Station but this is yet to be done even the Maharashtra Government is ready to bear the 50 per cent of the expenditure.

The people of Vidarbha area are demanding that some new trains should be introduced. As all of you are aware that Mahatma Gandhi ji had spent some years of his life in Sewagram Ahsram. Therefore, thousands of domestic and foreign tourists visit this area. Therefore, I demand that Ahimsa Express should be introduced from Sewagram to Mumbai and Delhi. I have also written a letter to hon'ble Minister in this regard.

Sir, I demand that Nagpur-Goa Express, Sindhi Express from Wardha to Mumbai should be introduced and the work on Wardha-Yavatmal-Nanded be completed at the earliest. I have been making requests for widening of railway flyovers of Wardha city continuously for the last two years, but that too has not been done. People are highly agitated due to railway stoppage. There are big railway stations in Vidarbha, but many trains do not have stoppage there. Major trains should be provided stoppage there. I have submitted many requests to the hon'ble Minister of Railways in regard to providing stoppage to many trains like Chennai-Jaipur Secunderabad -Bikaner, Chennai-Jodhpur Secunderabad-Patna, Secunderabad-Jaipur and Kerala etc. trains. But it's very unfortunate that the hon'ble Minister has not paid any attention towards these.

Mr. Deputy Speaker, Sir, through you, I would like to urge the newly appointed Minister of Railways to pay attention towards our demand of providing stoppage to trains at big stations in my area. I would like to request the hon'ble Minister of Railways to fulfill the expectations of Mamta Didi and all railway passengers of the country.

KUMARI SAROJ PANDEY (Durg): Mr. Deputy Speaker, Sir, I am grateful to you for allowing me to speak on the Railway Budget 2012-13. The political circumstances changed rapidly in the country. I remember the day when Railway Budget was being presented and also the day of

8th February in Chhattisgarh when the Chief Minister of Chhattisgarh, Dr. Raman Singh had invited the Hon'ble Minister of Railways to strengthen the federal structure of the country. The Hon'ble Minister of Railways who is now a former Minister of Railways who visited Chhattisgarh. The Minister came with the Members of Parliament there. This happened for the first time on the initiative of any Chief Minister. The Chief Minister of the Chhattisgarh took this initiative for the first time and held a discussion with all the Members of Parliament from Chhattisgarh. The Hon'ble Minister of Railways gave assurance about materializing lot many schemes there. The budget has been presented in the House.

All the MPs from Chhattisgarh went through the budget carefully. I had a lot of expectations and the reason for these expectations was that for the first time a step was taken to strengthen the federal structure and it was expected that Chhattisgarh would not be neglected this time. But I say this with regret that our expectations were not met. We got a lot of things but a lot was left to be desired. I thank the Hon'ble Minister of Railways for everything that has been given to Chhattisgarh and expect from the current Hon'ble Minister of Railways to implement the plans which were not able to materialize because Chhattisgarh is a new state. Chhattisgarh has abundant minerals and resources and Vilaspur zone in in the same state which provides the largest amount of revenue to the country. But the same Vilaspur zone which provides largest amount of revenue to the country gets nothing in terms of development funds.

Mr. Deputy Speaker, Sir, through you, I would like to urge the Hon'ble Minister of Railways to stop this step-motherly treatment with Chhattisgarh this time. Every time funds are allocated to those regions to which the Ministers belong. But a question remains unanswered. The entire country has some expectations and only certain states should not be given priority over the entire country and why are all the railway grants limited to certain states?

Mr. Deputy Speaker, Sir, I thank the former Minister of Railways for granting approval for industrial corridor in Chhattisgarh. I would also like to thank our own Chief Minister for making efforts to take a new initiative in that region. I come from Bhilai, Durg. People from all over the country live there and Bhilai Steel Plant is known everywhere. On the one hand there are South Indians, North Indians, Maharashtrians and on the other hand a number of Sikhs live there. This is why Bhilai is known as mini India. But whenever there is a question of giving

something to that place, the people are left waiting and keep hoping that there would be development there. Through you, I would like to raise the issue that there are many such trains which were needed in my area. There is not much need for a lot of new trains but the existing train on that route should be given stoppage. It would be great if the trains which halt there for 15-16 hours are allowed to go further. Through you, I urge upon the Minister of Railways to fulfil these demands.

The Gondia-Kolhapur Express which runs from Bhilai Pune should be run upto Durg. The said train remains stationed from 8 PM to 8 AM in Gondia the distance between Durg to Gondia is only 135 kilometers. As no trains run from Durg to Pune thus this train should be run from Durg so that the residents in that area get a direct train to Pune. We have not got even one direct train from Durg to Indore till date. Indore Nagpur Shatabdi Express Train runs from Nagpur to Indore. If the route of this train is extended upto Durg and run from there, it could make a direct train to Indore available to these residents who live in Malwa. A lot of citizens putting up at Durg Bhilai line in towns of Uttar Pradesh and Bihar but the trains that run from these states are few in number and their timings are very inconvenient. Durg-Gorakhpur-Nautanwa Express is the only train which connects Durg to Gorakhpur and runs for only two days in a week due to which this train is overcrowded. Passengers face a lot of inconvenience and through you, I urge upon the Hon'ble Minister of State to run this train every day. The train which leaves Durg at 8 PM reaches Gorakhpur at 10 PM the next day due to which the passengers face a lot of inconvenience in reaching their destination. Therefore, it would be appropriate if this train is run in the morning so that it could reach all the important railway stations during the day.

Besides, a new train should be started from Durg to Patna. A lot of Sikhs live in our area and I already said that at the time the Minister of Railways visited the area he assured the Sikhs that the Durg Gondwana Express which runs between Durg to Nizamuddin would be extended till Amritsar and the Jammu-Tawi Express which runs from Durg to Jammu would be run via Amritsar but the Sikh Community is extremely agitated in this regard because despite the announcement of the Minister of Railways, the train has not been included in the Budget. Mr. Deputy Speaker, Sir, through you, I would like to request that as the Sikh Community has given warning of an agitation 'Rail Roko Andolan' in this regard, their sentiments must be respected and this train should be extended till Amritsar. Betwa Express runs twice a week from Durg to Kanpur, it

should be run four times a week. Along with this Surat-Puri train, Gandhidham Puri train, Ahmedabad Puri and Jaipur-Puri Express trains run on a weekly basis via Sambhalpur. These trains should be extended to Shri Kakulam, Palasa and Barhampur for at least two days in a week. I would like to urge the Minister of Railways, through you, to not let the announcements remain merely announcements. Usually at the time of presenting the Budget a lot of announcements are made and acknowledged but they are not implemented till 10 years or more. I would like to urge the Minister of Railways to immediately implement the announcements made regarding my constituency. It would be good if funds are allocated for the surveys which have already been conducted.

15.00 hrs.

DR. RAGHUVANSH PRASAD SINGH (Vaishali): Mr. Deputy Speaker, Railway is the Department which connects the country. Hon. Member desire that new rail lines be constructed, doubling and electrification of lines be done, stoppage be provided, new trains be introduced, amenities to the passengers may be provided. These expectations are always there. We wish that the questions which are being raised by the Hon. Members, were earlier used to be replied to by Shri Madhu Dandvate ji when he was the Rail Minister. But now it is not possible to give reply to all points raised by the Members because so many members are raising so many points. But if Railway Ministry replies to all the points after giving through these proceedings informing the Hon. Members that you had raised such and such points and such and such works are involved therein, then it will be a great job.

15.01 hrs. (SHRI INDER SINGH NAMDHARI in the Chair)

The Present Railway Minister has taken over at a very difficult time. Abnormal time. I am saying abnormal situation because he has taken the oath as Rail Minister now, but the budget was prepared earlier. The previous minister was removed because Mamtaji did not like increase in the passenger fares. It is there in the budget. Now this Railway Minister has to work as a Minister who has to reduce the fares. Air India is collapsing because of huge losses.

MR. CHAIRMAN: Mr. Raghuvanshji, Hon. Deputy Speaker has given you some instructions that you are to speak in brief.

DR. RAGHUVANSH PRASAD SINGH: I always respect the Chair and if the Chair does some favour to me I can speak one or two lines more but I am not going to

neglect the Chair. Air India is collapsing because of suffering huge losses, but the people wish that Railway should not suffer losses then we people will not demand new trains, new stations etc. Payment and package of salary to employees will be stopped. This is not a bank. It is before our eyes that Air India is passing through bad phase. Therefore, we wish that you should work in the interest of Railway, in the interest of public and in the interest of country. Now as the Chair is observing me I will speak in brief.

We wish that - No one trains from Delhi to Kolkata, Delhi to Chennai and Delhi to Mumbai should leave Delhi in the evening and reach their destinations in the morning. But when these trains will be introduced, how these will be introduced? We wish all this and soon such a time will come. We people are now a days travelling on Rajdhani after travelling by Patliputra, Magadh, Toofan. We wish to see that day, when will such a day come when we leave Delhi for Chennai, Mumbai and Kolkata in the evening and reach there in the morning and leave from Chennai, Mumbai and Kolkata in the evening and reach here in the morning provision be made to introduce these trains.

MR. CHAIRMAN: You forget the counting. Please take care of that also.

DR. RAGHUVANSH PRASAD SINGH: Shri Nishikant Dubey remembers that, he is my helper. Mr. Baig has left now. Jammu and Kashmir should be connected with rail. He was speaking in a very pained voice, when he was talking about Jammu and Kashmir ...*(Interruptions)* Shri Lal Singh ji it is your problem also. Jammu and Kashmir must be connected with rail but alongwith this North East, Gangtok of Sikkim, Itanagar of Arunachal, Meghalaya, Shilong, Agartala of Tripura, Kohima of Nagaland and Imphal of Manipur should also be ...*(Interruptions)*

MR. CHAIRMAN: You are clubbing so many things in one point.

DR. RAGHUVANSH PRASAD SINGH: Izol of Mizoram all these places should be connected with the Capital through Rail. This is my second demand.

MR. CHAIRMAN: How many Numbers are there in total? First make it clear. Upto which number you will go?

DR. RAGHUVANSH PRASAD SINGH: Sir, I will sit down as soon as you order.

MR. CHAIRMAN: You speak upto four numbers. You have spoken two, speak another two.

DR. RAGHUVANSH PRASAD SINGH: I wish this much should be done. Sir, in my area three new rail lines- Hazipur to Sugoli, Chhapra to Muzaffarpur and Muzaffarpur to Sitamarhi are under construction. Shri Atal Bihari Vajpayee, the then Prime Minister had laid foundation stone on 10th January, 2004. So, a period of eight years has passed since then, the total length of the line is 134 kilometers. The cost of this project is Rs.324 crores. The work is going very slow. It is not understood as to when it would be completed. Work is going on three lines Hazipur to Sugoli, Chhapra to Muzaffarpur and Muzaffarpur to Sitamarhi. Please let us know when work on these lines will be completed. There work relating to laying of foundation stone and other works are going on. National Rehabilitation Settlement Policy, 2007, which is said to be profarmers, provides that the family whose land will be acquired will be provided compensation as well as job to at least one member of the family.

This policy has been pasted as per the provisions of Article 73 of the Indian Constitution. It means its executive order is in force. It was placed before the Parliament for enactment but could not be passed. It is still pending there. But this policy is in force. The Railways according to this policy has also issued a notification that whose land has been acquired, they should apply with nine certificates. We wish to know from the Government as to the land of how many farmers has been acquired? How many farmers have applied? How many of them have been given jobs? This one policy is profarmers. This is the only solution of the hurdles, hindrances, strikes, killings, firing, Bhatta Parsol etc. problems that take place other the issue of land acquisition in India. When those will get job in Railways whose land has been acquired? How many application for that have been received? This may kindly be informed to this House as well as to the country, States and the places and the people whose land has been acquired. I know specifically that land has been acquired and notifications have been issued. Applications have also been submitted but as per law station, collector and Revenue Deptt. have been informed. ...*(Interruptions)*

MR. CHAIRMAN: Please speak the number.

DR. RAGHUVANSH PRASAD SINGH: Therefore, this work should be completed. Sir, so far it is number 3. Hon. Minister has left the House. Mr. Muniyappa is present. Please tell your minister that he has taken over during the adverse planetary conditions, then how its effect will be removed? He has recently visited Sai Baba ji of Shirdi. Shignapur is also the nearby. No member of Shivsena is

there. Shignapur is the place of Shani Devta. Adverse Planets are pacified there. We had also visited that place. In that village doors are not locked even now a days. The doors of all the houses remain open there. Even Boxes are not locked. All the people have requested that Pune and Shignapur may be connected. You please start survey for that line, all the accidents will stop taking place. Shignapur is a place. ...(*Interruptions*)

MR. CHAIRMAN: I am saying you. Thank you.

DR. RAGHUVANSH PRASAD SINGH: Sir, please do not thank me, Thank those people so that they may start survey.

MR. CHAIRMAN: I am thanking to you for finishing your speech.

DR. RAGHUVANSH PRASAD SINGH: Sir, you must be remembering as to when the Patna Railway Bridge will be constructed. Pillars of the bridge were constructed but that could not completed. When will it be constructed and completed. I have heard it will be completed during the year 2012.

I am please be informed as to when the Patna Railway bridge before Digha, foundation stone of which was laid by Shri Atalji, will be constructed? Why that is not being constructed? The old Railway Bridge is in dilapidated condition as a result of which traffic remains jammed everytime. People from North go through this Railway Bridge. Hon. Members must have noticed that people face great difficulties due to this jam. ...(*Interruptions*) Mahatma Gandhi Setu has gone old, when will Patna Railway bridge be constructed. ...(*Interruptions*)

MR. CHAIRMAN: Please you now conclude.

DR. RAGHUVANSH PRASAD SINGH: Lastly, I would like to talk about my Constituency Passenger amenities are not available at Motipur Station. Motipur station is in between Hazipur, Muzaffarpur to Motihari. Sugar mills are there and it is very important place. Platform being of old time is at low level while trains are of higher level. Thus people face difficulty while boarding or deboarding the trains. There platforms were made requiring huge land. There is a problem with regard to drinking water. There are no toilets. People are demanding a rail-over bridge. Light is also insufficient. People are demanding stoppage of trains at this station. Like this Nariar Station has not been granted the status of a station during the last 20 years and at present there is only a halt. Nariar should be given the status of Nariar station. Goraul is in between

Benipatti Peedapur Hazipur and Muzaffarpur. People are demanding the status of Benipatti Peedapur station in between Bhagwanpur. There is a power plant at Kanti. ...(*Interruptions*) I am concluding my speech. Kanti rail over bridge is being demanded. Inter city train passes from there. There should be a stoppage of this train at this place. There is a strong demand for Mohammadpur Balmi halt. Many roads connects at Mohammadpur Blami from Motipur to Mahabal. People are demanding a level crossing Gumti in between Pipraha and Nariar. It is demanded from Muzaffarpur that a coach may be added at Vaishali or Delhi-Vaishali ...(*Interruptions*)

From Muzaffarpur a Gorakhpur-Delhi train may be introduced. There is one train a week for Vishakhapatnam and Benguluru. The frequency of this train may be increased to twice a week. On an visit to Vishakhapatnam, people demanded it. People go to Benguluru for studying. ...(*Interruptions*) Members should be informed about all these points by the Minister after making a study in this regard. ...(*Interruptions*) This will connect the country by rail. With these words I conclude my speech.

MR. CHAIRMAN: Raghuvansh Babu Chair waits that you yourself say that now my speech is over.

DR. RAGHUVANSH PRASAD SINGH: Sir, these are the problems of people. We are eager that chair pay a little attention to us so that we could speak for one or two minutes more about the problems of people. My job is just to speak. This is people's struggle. Our job is just to speak. ...(*Interruptions*)

* SHRI VISHNU DEV SAI (Raigarh): I would like to appraise the Hon'ble Railway Minister about some of the problems of my Constituency (Chhattisgarh). First of all I would like to thanks earlier Railway Minister, Shri Dinesh Trivediji who visited Chhattisgarh and held a meeting on 8.2.2012 with Hon'ble Chief Minister, Minister and MPs to discuss the problems concerning railways in that area. That meeting was very successful. Chairman, Railway Board as per directions of the Minister assured to include Constitution of a terminal at Raigarh in this Budget. The people of Raigarh were very happy with this assurance but I am sorry to point out that constitution of this terminal has not been included in this Budget. I would like to urge the newly appointed Railway Minister to include the Constitution of the said terminal into this Budget so that the long awaited demand of the people of Raigarh could be fulfilled.

The survey work concerning Korba-Lohardaga rail

*Speech was laid on the Table.

line has completed. As per Budget Speech the estimates have been sent to Planning Commission. I urge the Railway Minister through you that laying permission to construct the said rail route may please be granted at the earliest so that the area which is densely populated with Scheduled Tribes could get the facility of transportation.

So many trains pass through my constituency but in the absence of stoppage of these trains here, people are put to inconvenience. Therefore, I demand the Hon'ble Minister of Railways to provide a stoppage of these trains there.

1. Stoppage of Howrah-Kurla Gyaneshwar Express at Raigarh.
2. Stoppage of Balsad Superfast Express train at Raigarh.
3. Stoppage of Hyderabad-Darbhanga Express at Raigarh.
4. Stoppage of Shirdi-Saidham Express at Raigarh.
5. Stoppage of Mail at Kharasia station.
6. Stoppage of South Bihar Express at Kirorimal Nagar

Besides these

1. Construction of over bridge (ROB) on railway crossing at Raigarh-Kotra Road
2. Construction of RUB at Kirorimal Napal Station.
3. Construction of RUB at Bypass No.1 near Kharasia Railway station.
4. Construction of RUB at Rabertson station.
5. Hon'ble Minister of Railways is also requested to construct an ROB at Jharadeeh Railway Station.

SHRI RADHE MOHAN SINGH (Ghazipur): Hon'ble Chairman Sir, I thank you for giving me an opportunity to speak on the Railway Budget. First of all I congratulate Hon'ble Minister for undertaking works as Minister of Railways so that this works are written in golden letters in the history of Ministry of Railways. I wish so. At this occasion I would also like to remember Shri Trivedi as a Minister of Railways who took care of the feelings and difficulties of Hon'ble Member of this House and tried to solve their problems to a larger extent. Therefore, I congratulate him. Today in this House we have much faith in him and we respect him a lot. We respect him because he converted the Meter gauge train running for a long time

from Ahmedabad to Varanasi in our area, Ghazipur to broad gauge. Secondly, the train which used to run Surat to Varanasi was extended upto Chhapra. For that also I congratulate him. Besides, he gave us Ghazipur and Jakharia as Modal Stations. For this also I would like to congratulate Trivediji.

Mr. Chairman Sir, when we talk about our constituencies we also think, what is the condition of Railway in the national interest? Like heart in our body railways is heart of the country. I would like to say that 'Galib Is Braham Mein Jeete Rahe, ki Dhool Chehre per Thee, Lakin Aiyana Saaf Karte Rahe' We have also to see the requirements of Railways and the likely remedies thereof? ...*(Interruptions)*

MR. CHAIRMAN: Radhe ji, perhaps you might have read that the meaning of 'Mukul' in 'Hanuman Chalisa' itself is 'Aiyana'.

...*(Interruptions)*

SHRI RADHE MOHAN SINGH: Mr. Chairman Sir, Ghazipur district is a backward district of eastern region. There lived leaders of great personality like Vishwanath Gahamariji who told this Parliament about the grain in the dung which people in this area are bound to eat after washing the same. ...*(Interruptions)*

MR. CHAIRMAN: Radhe ji, straight away tell about your area.

SHRI RADHE MOHAN SINGH: I am talking about my area only. The problem of ROB *i.e* Railway Overbridge in Ghazipur is pending for a long time. This divides the city into two parts. The position in that when gate closes during summer season, whether it is a time of school or courts at both times there is so much traffic that it does not end and the gate closes for the second time. Even boys faint there and the work in courts also could not be done in a regular way. The anguish of the people is such that whosoever promised in this regard and could not fulfill those promises, the people did not elect them again for the Parliament.

[Translation]

Therefore, I had talked to Shri Dwivediji and had told him that here I am speaking as a Member of Parliament from Ghazipur to communicate the sentiments, dreams and requirements of the people of that region. They are prepared to go to any extent to realise their dreams and hence agitating. In this context I would like to give once again my thanks to Shri Dwivedi ji who had got a letter

written by the Railway Board Chairman to the Chief Secretary, U.P. Shri Anup Mishra who had mentioned therein that -

"The present Train Vehicle Unit of this level crossing is 3,34,470 as per the census of July, 2010. This, being a very busy level crossing, qualifies for construction of ROB on cost sharing basis. However, now, NHAI is not going to construct ROB in lieu of level crossing no. 24, as the same is getting bypassed. And even after construction of Bye-pass Road by NHAI, the road vehicle density would continue to be high at this level crossing."

[*Translation*]

This is linked with the sentiments of the people of Ghazipur. Mamtaji had told in her speech that she had to take care of the interests of the neglected areas as well as the overall interest of the railways. My second demand is regarding the Rajdhani Express. Shri Chandra Shekharji, who was the resident of Balia, had taken his major decision in the general interests of the country during his tenure as the Prime Minister of this country. Rajdhani Express is one of the train that pass through this region. It should be given stoppage at Ghazipur. Chora Chori Express is train No. 15003 and 15004 and Lichhavi Express is train No. 14005 and 14006 which has stoppages at every station beyond Ghazipur but has nons stoppage in Ghazipur district. These trains should be given stoppage at Jakhania or Durgapur. Shramjivi express Train No. 12391 and 12392 should also be given stoppage at Jakhania which is a big Tehsil. Patna-Mumbai Express is Train No. 13201 and 13202 should be given stoppage at Bhadora. Mathura-Patna Express is Train No. 13239 and 13240 should be given stoppage at Jamania. North East Expressis train 12505-12506 at Brahmaputra Express i.e. Train No. 14055-14056 should be given stoppage at Dildarnagar. Stoppage should be given for Vibhuti Express i.e. Train No. 12333-12334 at Bhadara or Dildarnagar, for intercity express i.e. Train No. 15103-15104 at Sadat, and for Lichhavi Express i.e. Train No. 14006-14005 at Sarnath or Sadat.

Mr. Chairman, I seek your permission. Hon'ble Rail Minister who is from Karnataka, is a very good minister. Even being the Minister of State he has a great regard for our feelings and when he given assurance, he is prompt to deliver it. I would like or complement him. He has given an assurance. He wants to speak something on it. ...(*Interruptions*)

MR. CHAIRMAN: Radhe Mohan ji, you know that

[*English*]

Munniyappaji will not speak right now.

[*Translation*]

SHRI RADHE MOHAN Ji: Muniyappaji will speak. ...(*Interruptions*)

MR. CHAIRMAN: Hint has been given. If you have taken the clue, let the secret remain a secret.

* SHRIMATI JYOTI DHURVE (Betul): The Railway Budget presented by the Railway Minister for the current year has several lacunae and disparity. These should be removed. This budget has clearly shown that what to say of the new projects, it has not provided adequate funds to complete even the current projects. Entire economy of the railways stands on the loans from the market and Central assistance instead of its own earnings. It is not a good omen. People's aspirations from railways have been increasing but catering to them is becoming increasingly impossible for the railways. To come out of this complete situation, railways require some one like Arjun

By increasing train fares he has put burden on the common man. Moreover, platform ticket has been raised to Rs. 5, which is not appropriate because in my constituency, this amount is not equal to the fare for the distance between some of the stations which is just Rs. 2 or Rs. 3.

Onus of increasing train fares and freight has not been taken by the Hon'ble Rail Minister, instead he has announced that committees are being constituted for the same, just to shift the blame game.

Hon'ble Minister has said in his speech that a number of proposals regarding the stoppages had been given by the hon'ble Member before the budget and accordingly the stoppage have been given but I do not agree.

In my constituency, following demands have been made but have not been fulfilled even to this day.

1. **Betul railway station**

(a) Stoppage for the following trains at Betul has been demanded:

12390/12389 Chennai - Gaya Express

12540/12539 Yashwantpur-Lucknow Express

12688/12689 Chennai-Dheradun/Chandigarh Express

*Speech was laid on the Table.

14260/14259 Rameshwar-Varanasi Express

15016/15015 Yashwantpur-Gorakhpur Express

16688/16687 Chennai - Jammu Tavi

17610/17609 Poorna-Patna

(b) Train No. 51253/51254 i.e. Aonla-Chhindwara-Aonla should originate from Betul.

(c) Train No. 51240/51239 i.e. Aonla-Betul shuttle should be extended upto Itarasi

(d) System to indicate Coach position at Betul station

(e) Construction of bridge at platform no. 1 and 2 for the comfortable movement of the handicapped and old on wheelchair at Betul Station

(f) Intercity Express between Bhopal and Nagpur.

(g) Provision of book stall at platform no. 2 of Betul station.

(h) For the movement of Small and heavy vehicles there are two main entry gates but only one gate is open for the heavy vehicles. Godown is also used for such movement. Therefore, one entry gate connecting the parking place in between the two existing entry gates should be provided for medium vehicles.

2. Multai Railway Station:

(a) Stoppage for the following trains has been demanded:

12643/12644 Trivendrum-Nizamuddin Swarna Jayanti Express

12803/12804 Vishakhapatnam-Nizamuddin Swarna Jayanti Express

10807/12808 Vishakhapatnam-Nizamuddin Samta Express

12615/12616 Chennai-New Delhi G.T. Express

1296/12968 Madras-Jaipur Express

(b) Provision of coach position indicating system

(c) Provision of drinking water at platform no. 182 at Multai Station.

(d) Construction of overbridge near Multai Station.

(e) Construction of foot overbridge at Multai station

for the movement of general public.

(f) Lengthwise expansion of shades on platform no. 1 and 2 at Multai station.

3. Amla Railway station:

(a) Following trains should be provided stoppage at Amla railway station:

12643/12644 Trivendrum - Nizamuddin Swarna Jayanti Express

12802/12804 Vishakhapatnam-Nizamuddin Swarna Jayanti Express

(b) Length of Shade provided at platform no 1 and 2 of Amla station should be extended.

4. Ghondadongri Railway station:

(a) Following train should be provided stoppage at Ghondadongri station

12643/12644 Trivendrum-Nizamuddin Swarna Jayanti Express

12803/12804 Vishakhapatnam-Nizamuddin Swarna Jayanti Express

12389/12390 Chennai-Gaya Express

12967/12968 Madras-Jaipur Express

12159/12160 Nagpur-Jabalpur Express

(b) Foot overbridge should be constructed for the convenience of urban people as the Ghondadongri station is situated in middle of the city.

(c) to provide system at Ghondadongri station to indicate coach position.

(d) PRS counter should be provided in Sarni itself for the convenience of railway passenger of Sarni city.

(e) Book stalls should be provided at platform No. 1 and 2 of Ghondadongri.

5. Harda railway station

(a) Stoppage should be provided for the following trains:

12627/12628 Bangalore-New Delhi Karnataka Express

12149/12150 Patna-Puna Express

(b) Demand of Indore-Harda railway track.

(c) Demand of railway overbridge.

6. Khirke railway station:

Stoppage should be provided for the following trains:

19045/19046/19047/19048 Tapti Ganga Express

15217/15218/15219/15220 Pawan Express

Other demands:

1. Two additional coaches should be provided in Nagpur - Sarni- Agra Passenger
2. Additional general coaches should be provided in all the superfast trains.
3. Mahanadi Express which was running from Bilaspur to Bhopal via Nagpur should be re-introduced.
4. Bridge should be constructed at Ramli gate, Koylari gate, Baspur gate, Bhayawadi and Chichanda.

[*English*]

MR. CHAIRMAN: Shri M.H. Gaut - he is a senior most Member of this House.

[*Translation*]

As we have taken oath under your chairmanship, I can not say anything to you Sir.

SHRI MANIKRAO HODALYA GAVIT: Hon'ble Chairman, Sir, I am grateful to you for giving me time to speak. First of all, I congratulate Hon'ble Minister of Railways, Hon'ble Prime Minister Dr. Man Mohan Singh, UPA Chairperson Shrimati Sonia Gandhi and Hon'ble Finance Minister Shri Pranab da under whose leadership the best Budget for the 2012-13 was presented.

The people of my tribal dominated area have been immensely benefitted by Ijgat pass and now they are travelling in the trains with respect. Under the Ijgat scheme travel distance has been increased from 100 km to 150 km and for that I express my thanks to Hon'ble Minister of Railways. Hon'ble Minister has made several announcements in view of convenience for the passengers. We welcome these announcements. I am glad to know that a decision has been taken to conduct survey of Nasik-Surat railway line and Malegaon-Satara-Sankri-Chintpara rail during 2012-2013 and the decision has been taken in view of our constant demand for the same. Besides,

Manmad-Indore via Malegaon, Dhule, Puna, Nasik railway track projects have been sent to Planning Commission for assessment. I not taking much time of this House, would like to draw the attention of Hon'ble Minister of Railways to some important issues.

As you are aware that doubling work of 360 km railway line in Ughana-Jalgaon section of western railway was sanctioned in the Railway Budget for 2008-2009. For this, the expenditure of 175 crore of rupees were approved. The amount of Rs. 70 crore was released for this project during 2008-2009. But, as the railway administration did not pay heed to this project the fund could not be utilized. For this project, only 14 crore of rupees provided during 2009-2010 and Rs. 30 crore provided during 2010-2011. In view of my constant demand the amount of Rs. 200 crore was provided in 2011-12, but unfortunately this amount also could not be utilized fully.

The provision of Rs. 130 crore has been made for this project in the Budget for the current year. The esteemed expenditure of this project has been increased from Rs. 715 crore to Rs. 1075 crore. I would like to request the Hon'ble Minister that this important project should be completed at the earliest by providing adequate fund. On completion of doubling work of his railway track the residents of six parliamentary constituency which are tribal dominated, Maharashtra and Gujarat will be benefitted. This benefit will also go to those passengers who travel to South. This doubling work was to be completed in 2012.

Besides, the Government of Maharashtra had sent a project of 350 Km long new railway line between Manmad-Indore via Malegaon, Dhule, Shirpur to Ministry of Railways. Hon'ble Minister of Railways has sent this project to Planning Commission for assessment. The approximate amount of Rs. 823 crore is likely to be spent on this project. Out of which Rs. 412 crore will be shared by the Government of Maharashtra and Gujarat as has been decided by them. Both these states will be beneficiaries of this project. The proposal of acquiring land for this project has been sent to Ministry of Railways by the Government of Maharashtra.

It is my humble request to Minister of Railways that the proposal of acquisition of land should be cleared at the earliest possible so that the work on this important project could be started.

Apart from this, survey of Nasik-Pune New Railway track has been completed and it has been sent to Planning Commission for assessment. Nasik and Pune both are industrial cities. This new rout not only will be convenient

to the passengers but will enhance trade between Pune and Nasik. This will benefit both passengers as well as traders. It is my request that this project may be sanctioned at the earliest possible.

I would like to draw the attention of Hon'ble Minister of Railways to another issue which is most important. The facility of local trains from Mumbai to Kasara is available. Igatpuri railway station is at the distance of about 12 kilometer from Kasara. This area of 12 km in tribal dominated area and it is deprived of local trains facility so far.

Their demand is quite genuine and long pending that these local train should be extended to Igatpuri station so that the people living between Kasara and Igatpuri can also get the benefit thereof. When I wrote to the then General Manager of Central Railways on this issue I got disappointed with his reply. He informed me that Kasara Igatpuri is a sloppy section and the local coaches are not technically suitable to work on steep sloppy section like Kasara Igatpuri.

I would like to say to the Hon'ble Minister of Railways that when Indian Railways can construct, railway track in Difficult areas like Konkan and Jammu and Kashmir then why it can not extend Mumbai Kasara railway track upto Igatpuri which is only 12 Km stretch in this era of technology.

I would request the hon. Minister to extend the local trains upto Igatpuri after using new technology so that the area 100 percent inhabited by backward tribes may also be benefitted.

Besides, I would like to draw the attention of hon. Minister to some other issues. Ughana, Nandurbar and Amalner railway stations have not been included in the list of modal stations in this year also. I would request that these stations should also be included in the list of Modal stations.

Hon. Minister, Sir, Ahmedabad-Chennai Express (12655-561), Surat-Amrawati fast passenger (59025-26) and Hapa-Hawarha Express (12905-06) passes through Navapur which is my village. These trains do not stop at Navapur station which causes inconvenience to the passengers. It is requested that these trains should have a stoppage at this station.

Hon. Minister, Sir, there is no direct train to Mumbai from Nandurbar and people have to go to Surat, Gujarat to fetch a train. Passengers have been demanding since long a direct train from Nandurbar to Mumbai via Ughana.

Besides, I demand for introduction of Passenger train and superfast train on Ughana to Mumbai Rail line. In addition to that a new passenger train be introduced from Dhuliya to Mumbai via Chalisgaon. Dhulia is a district headquarters and a big city. It will benefit the rural village also.

Besides, I request the hon. Minister of Railways that unmanned level crossing on Ughana-Jalgaon section should be converted into RUB or ROB so that accidents taking place on such crossings could be checked.

With these words I support the Budget and conclude.

[English]

MR. CHAIRMAN: Hon. Members, I have with me a list of 98 speakers who want to participate on this Railway Budget. I want to just inform that those hon. Members who want to lay their written speeches can do so by giving their speeches on the Table of the House. They will form part of the record.

...(Interruptions)

MR. CHAIRMAN: There is a list of 98 speakers to participate in this debate. The House consists of 543 Members.

[Translation]

SHRI C.R. PATIL (Navsari): Mr. Chairman, Sir, I am thankful to you for providing me opportunity to speak. I will not take much time. We were having a lot of expectation as the Railway Minister was originally from Gujarat. Some Railway Minister were from Bihar and some from U.P. and injustice was done to Gujarat as no Railway Minister was from Gujarat. In many cases we have seen that some Railway Ministers become Chief Ministers such as Nitish Kumar and Mamtaji but Luluji was de-railed and Dineshji was also re-railed. I think now no one wants to become Railway Minister. Last time two Railway Minister were from Gujarat but they have done nothing for Gujarat.

He told that Mamtaji does not listen to any one. We agreed that Mamtaji would have not listened his request. This time both Ministers are from Gujarat and we expected that justice would be done to Gujarat. What we will say to the people of Gujarat because this time also his request was not listen to. Shri Gaviti ji and myself are very close. A girl from our side was married to his family. I know how bad he is feeling but because of some dignity and discipline he cannot speak anything in the House. I got issued ten thousand Ijgat passes which is highest in the

country. Lakhs of people up down from the trains. Those who earn less than Rs. 1500, we issued certificate to them. They were very happy. We thought, something would be done for them but only some kilometers were raised. For this, some other scheme should have been launched for them but nothing has been done.

Now, I would like to say something about my constituency Udana-Jalgaon, Udana is my Parliamentary Constituency.

MR. CHAIRMAN: Patil ji, Minister of State from Gujarat is not present here.

SHRI C.R. PATIL: Yes Sir, he is not present. He is thinking as to what he would say in Gujarat.

MR. CHAIRMAN: Tell him to learn from Muniyappaji as to how the work has to be done after becoming Minister of State.

SHRI C.R. PATIL: South Gujarat was under him and he visited Gujarat twice. He listen to the problems. We organised an agitation in which one lakh forty thousand people sat on railway tracks. On that day railway accepted our 16 demands. Perhaps it was first in the history. Some of the demands were fulfilled and some were not. We hope the rest of the demands would also be fulfilled. Shri Muniyappaji trips his level best, therefore we are grateful to him and thank him.

Now I come to my demands. There are a large number of people from U.P. and Bihar and became Minister also Lakhs of people from U.P., Bihar and Jharkhand are there in Surat. Till now only one train is available for them. Now it has been extended upto Chhapra and they are contended with this achievement. I think also one get any facility. My congress party colleagues bursted crackers on budget day because Bharat Singh ji told to have one new train. Later on people asked him as to what happened to the new trains. In the list Ahmedabad to Ajmer, Porbandar to Sikandarabad, Malta to Surat, Bandra to Bhuj, Coimbatore to Bikaner and Bandra to Delhi were mentioned. All seven trains are running via Surat but what we found that it is mentioned in small letter that they are weekly trains. It is like a hidden charges of the banks. They will run once a week. No body knows when they will start. When people asked as to what is the quota for Surat in these trains. We came to know that only two or four seats would be available for Surat.

Surat city is on fourth position in the matter of progress in the world and only weekly trains are being

given to it. It is a joke with the people of Surat. Injustice word is very small for it. For this I would like to say to Muniyappaji to provide one more train from Surat to UP and Bihar. This will help the people coming from Surat to Uttar Pradesh. We have 12-15 coaches trains but when a new train is demanded, two coaches from each train are reduced. I have warned to the Railway Deptt. last week that if coaches of our trains are reduced and not increased, we would start agitation against it.

We have agitated ealier also and halted a train for four hours and this time also we won't allow even a single train to pass. Muniyappa Saheb is aware of this as he was there at that time. He is well aware of the resentment there. Local working people travel on the roof of boggies. Doors are blocked and they hand on the windows which results in accidents many time. Many youth die in such accidents. I would also like to say that that Bapudham Gandhinagar train be run daily. Muniyappa Sir, you please promise that the number of coaches shall be increased in a time bound manner and no coach will be cut. Even if, two, three coaches are increased, that would be sufficient.

Sir, the hon'ble Mamtaji, had made a big announcement with regard to World Class Station. At the time of last project when I enquired about it she replied nothing could be done in this regard. After that nobody touched that matter. Adarsh and Model Station remain only announcements we have made a demand of Udana Sattelite Station. Just now Dada (Senior colleague) has said that this should be converted into an Adarsh station, but I would like to say that there is need to convert this station into a satellite station not an Adarsh station. It was said in the budget that the work on Jalgaon-Udana double line will be completed this year. Earlier there was a budget of Rs. 70 crore, but no money was spent on this. Second year it was 14 crore and in the third year it was 30 crore. Thus the budget escalated from 715 crore to 1015 crore, whereas the work is nowhere near completion. It was to be completed this year but it has not been done. A demand was made for stoppage at Nausari, Bilimora, Bhagalsar station. I have written a separate letter to you. There is time constrant, hence I will not raise the matter of station and train here. Nausari is a new district and progressed a lot therefore provide stoppage to some trains. Delhi-Goa Rajdhani passes through Surat. If a two minute stoppage is provided, we can board the train here itself. Muniyappa ji has noted down my request, therefore I am thankful to him. I hope that our demand will be acceded to.

[English]

*DR. PRASANNA KUMAR PATASANI (Bhubneswar): I like to draw the kind attention of the Minister of Railways to remind him regarding Khurdha-Bolangir since after elected to august House of Parliament, the modern temple of Indian Democracy. You can verify the proceedings of mine ever delivered in this House. The only railway line which is linking to Western-East Odisha to promote the national harmony and integration to the nation, India. Kindly verify and examine the allocation ever made or ever granted to my State, Odisha. The Centre has also collected per year near about 8,000 crores of revenues as per, out of that the Central Government is allocating 8,00 crores only for the development of various undergoing railway projects. Every year, the money which is sanctioned in the Budget for Khurdha-Bolangir, which is not properly utilized, the upspent money is diverted to other States regularly for which this Khurdha-Bolangir railway project work is not progressed and the work is not managed haphazardly which is creating bad precedent in the railway history. In the last railway meeting officially organied in Khurdha, under my Constituency, where the officers are boldly declared to ply the suffer. The local people started agitating and railway officers assured to start the work which is not started yet.

I like to draw the kind attention of hon. new Minister of Railway that your predecessor already declared Bhubhaneswar and Puri as International Railway Station but the utter surprise that Puri is an International Centre of pilgrimage and world-wide visitors regularly visting Lord Jagannath, the Lord of Universe. But during the care festival, more than 20 lakhs people are congregated in the holy City, Puri. I don't understand, despite of my demand every year, no work is started. And the same thing happen to my Constituency Headquarters, Bhubhaneswar. The Railway platforms are insufficient. Most of the time, the trains are delayed because of lacking the construction of more platforms which is highly needed now. The number of running trains is increased every year but there are no platforms to accommodate. The trains are through in and the fellow passengers are suffering a lot because of the late coming of the trains. The doubling of railway line being demanded by me since long. When this is going to be completed?

I have been reminding to the hon. Minister for this stoppage of Speed trains from East Coast train to other high speed trains at Bhusandapur, named after the biggest village of the State where the great goddess temple. Tara

*Speech was laid on the Table.

and the devotees throughout the new train from Khurdha road to Begunia Bolgarh and next year, it may extended from Nayagarh to Dasapalla. But, their commitment is a total failure and the local people from Bolangir to Khurdha road started agitaing against the Government. This is the only railway linking through the downtrodden Adiwas, Scheduled Castes and Scheduled Tribes and hilly areas, poverty stricken people of the country. In the name of Adiwais Girijan, below poverty line people, Government is catching the votes, but nothing is done since independence.

I pray honestly to the concerned department Minister to pay special attention and start the work on war-footing immediately.

According to my Demand, the Central Government is also sanctioned fly-overs from Bir Surendra Sai Nagar Railway Crossing to Sahid Nagar, Satya Nagar upto Pokhari Put. Necessary funds is already allotted, but the work is so slow, this may create hazards and the traffic congestion is so high and regularly, accidents are damaging the peaceful life of public. This should not have delayed and my request to start the work under Jatani Assembly Constituency under my Parliamentary Constituency the Sitaram Chhakh Overbridge every year, the blockage of water creating havoc and dislocation. After my repeated demand, the survey work is over. I don't understand why it is so delayed, and the Government is allowing people to State visiting the august Ugra Tara Devi Mata Tantrink Temple and near to that through my sincere reports and efforts the Central Government recently sanctioned 200 crores to promote eco-tourism near to Tara Pith adjacent to great Chilka Lake, the biggest lake of Asia. And the Tourism Centre is going to be opened soon at Sunderpur and Mangla Jodi and the tourists may directly visit to from Bhusandapur Station to Chilka via Tara Devi Saktipeeth. And this is biggest trading centre of fish. Therefore, I honestly, request the Minister to innovate the Bhusandpur Railway platform and the stoppage of speedy trains should be declared soon, according to public demands

Under my constituency, under Khurda road division, the Nirakar Pur platform should be widened and one flyover should be constructed immediately to protect the civic life. Every year, accidents occurred there so flyover work of Nirakarpur should be started immediately.

The next request of mine for my village, Balugaon and Banpur road flyover also to be started. Despite of my request to the Ministers and railway officials, nothing is yet

done and the people are suffering for the high traffic congestion.

What happened to my request to promote the railway High School to College? The High School under Khurda road is well-managed. But the railway college should have been started for the higher studies of the railway employees. My appeal to open one Railway hospital near to Khurda road or Bhubaneswar, the capital of Odisha from the railway accidents passenger to the local patients are highly neglected. The local Mancheswar where the locomotives and the loco sheds are to be constructed to facilitate the public, more funds to be allocate to start the work immediately for the greater interests of the public.

Major proposals

1. Setting up of Railway Safety Authority Regulatory Body
2. Rail Road Grade Separation Corporation to be set up to eliminate level crossings.
3. Plan allocation to priority works so as to reap benefits after completion in the time-bound manner.
4. Three Safety Villagers to be set up for skill development for disaster management.
5. A national high speed railway authority to be set up.

After the establishment of East Coast Zone, some more works to be needed to complete the zonal work. I am soliciting more grants to be allocated to complete the east coast project works.

*SHRI SUKHDEV SINGH (Fatehgarh Sahib): This Rail Budget is very much balanced budget. The Railway Minister took a revolutionary step to tone up the whole Rail administration but I want to give some suggestions and to draw your kind attention:-

1. The hike of fare in sleeper class is not logical because most of the poor people travel in sleeper class. If Hon'ble Minister desires to increase the fare, the increase should be restricted to maximum of Rs. 5/- on sleeper class.
2. Second Hon'ble Speaker Madam I want to draw the kind attention of the Railway Minister. I already made many requests regarding the upgradation of the railway station, SARHIND KHANNA and Rajpur. These all are located in my constituency. The

condition of all these stations are very worst. The condition of rest room, condition of the toilets, urinals are very bad and unhygienic.

3. Thirdly I want to draw the kind attention of the Hon'ble Railway Minister regarding stoppage of train at Sarchind and Khanna. Sir, it is a genuine demand of the public of my constituency. If the people comes on track and agitate for that, then the administration accept the maximum demands and I wrote to Hon'ble Minister for stoppage of the trains at Khanna and Sarchind in the welfare and interest of the general public.

Lastly I am thank you for giving me opportunity to express my views on Railway Budget. I also thank and hope that the Railways Minister would accept the genuine demands of the people of my constituency.

* SHRI HARI MAJHI (Gaya): Appropriate action may be taken after considering my following views and suggestions with regard to the functioning of Railways.

Improvement in rail services in International Tourist place and pilgrimage Gaya

Gaya is an internationally renowned tourist place and pilgrimage which is situated in a very important region of Bihar or Jharkhand encompassing places like Dhanbad, Giridih, Koderma, Navada, Gaya, Aurangabad, Jasaram and Jhabua spread over 500 kilometers from Dhanbad to Mughalsarai known as Grand card section of East Central Railway. Gaya is a famous religious place and followers of Budhist faith come here through out the year. The travellers from every corner of India come here for religious ceremonies (Pind Daan) to be performed after death. Special trains of Jain travellers going to Raigarh, Pawapuri and Nalanda also pass from here.

Most profitable and commercial section of Indian Railways is severely neglected in the matter of passenger trains. The passenger trains here are very limited. There is shortage of bogies in most of the trains as result of which it becomes very difficult for passengers to get reservation at Gaya station. There long pending demands will be reconsidered under your leadership and will be fulfilled

1. Construction of washing pit

In a first step towards making Gaya a world class station, sufficient washing pits may be constructed

* Speech was laid on the Table.

* Speech was laid on the Table.

there. At present there is only one washing pit, the construction of which started in 1999 and Mahabodhi Express was started in 2003. After that the construction of second pit was to be completed in 2007-08, which is still pending.

2. New train for Ahmedabad, Mumbai, Surat, Sikandarabad, Bangalore, Ernakulam:

A new rail service may be started for the above station at the earliest.

First of all it is very important to start a daily train for Mumbai. There should be some special arrangement for Mumbai and it should be announced in the next budget.

3. To increase the quota of Gaya in various trains and to increase the number of bogies in the existing trains.

The quota of Gaya station is very low and has not been increased for a long time. In most of the trains Gaya has been clubbed with other stations, whereas Mughalsarai station has been provided separate quota. It is discrimination against Gaya. Therefore quota may be doubled in all the trains. AC class and sleeper quota may be provided in 12308, 12312, 19305, 12176 etc. trains for going to Howrah.

Although quota needs to be increased in all the trains, but it must be increased in the following trains:

(a) 12321, 12307, 12308, 12942, 19305, 19306, 12801, 12802, 12987, 12938

(b) Quota may be doubled in all the Rajdhani trains.

(c) Train with more number of coaches may be run on Gaya-Patna-Gaya electric line and keep a rake standby for this section.

(d) Add some coaches to 044/045, 13305/13306 trains

4. Gaya-Kenl line may be doubled/electrified.

5. The timing of 15109/15110 Budh Purnima may be changed and be run on new Gaya-Rajgarh route. The timing of this train be advanced be 10/12 hours so that it could be run at day time and be run on new Gaya-Rajgarh route.

6. Additional train service for Delhi

One more train be provided between Delhi and Gaya. This train should be started from both sides at eleven in the night.

7. 2389/2390 Gaya Chennai Egmore Express.

The Present timing of this train is very mconvenient, because is takes two days and one night. Hence.

There is need to

(a) Change the timing of 2389/2390 to 17.10 in the evening (At Dikshabhumi Time)

In the same way its return journey be started at 7.30 in the evening from Chennai.

(b) Its frequency may be increased to daily basis or atleast four days in a week.

(c) If possible it should be extended upto Ernakulam or Bangluru.

8. Increase the frequency of following trains:

1. Gaya-Kamakhya - 15619/15620

2. Parasnath Express - 12941/12942

9. Emergency quota in different trains at Gaya should be provided in AC 3 tier and this quota should be provided for New Delhi in all the Rajdhani expresses and for Mumbai in Train No. 2321.

1. Outer road should be improved adequate lighting arrangement should be made. Commercial godown/depots taken on lease should be got vacated and the buildings which are lying vacant should be demolished and empty space should be used for parking and yatri niwas.

2. Parking charge should be realised only at parking spot. Separate space should be earmarked for the purpose. Vehicle parking space should be provided outside godown or at some other places.

3. Loot in the name of premium parking should be checked. No charge should be taken from such vehicle who comes only to drop the passenger. Parking fee should not be more than Rs.10/-. It is against the humanity to charge Rs. 2/- from rikshaw puller.

4. All ticket counters are not opened, consequent by passengers have to travel without ticket. At least 7-8 counters should be operated in the peak hours of morning and evening.

5. All reservation counters are not opened due to shortage of staff. Reservation counters should be increased.

6. Electronic coach indicator should be installed at all the platforms.

I hope, the Government will take care of these things.

* SHRI HARSH VARDHAN (Maharajganj, U.P.): The present rail budget is a special budget and it is in the only instance in the free India. One Railway Minister has presented the budget and it will pass man the charge of other. It is presumed that Hon'ble Minister of Railways will announce reduction in the enhanced passenger fare in his reply. If it is so, the extent to which protection, operation and other infrastructure will be affected due to it as these services are to be funded with the income to be enhanced on the basis of increased passenger fare - you should thank once it.

In the rail budget, what is the basis of taking decision to construct new railway line? It is much difficult to know. During the last two decades, out of new railway line projects included in the rail budget - some projects were loss making. The rate of return of these projects was minus seven or eight or more than it. But, since these projects were belonged to the area of Railway Minister or to the area closed to the Railway Minister constituency, given priority. These projects are executed after the approval of Planning Commission but the norm of Planning Commission are also astonishing. However, some projects which profit making and recommended on solid ground in view of development of region also go in view as these are not found of specific region in the Ministry of Railway and in Planning Commission as well. As a result the concerned region have to suffer.

I would like to demand that arbitrary decision being taken by Railway Board and Planning Commission in relation to new railway line projects should be avoided.

Due to this arbitrary decision, new projects of railway line in Uttar Pradesh could not get space in the rail budget during the last two decades.

It is my humble request to hon'ble Railway Minister that waiting list of passengers for tickets to travel in sleeper class and AC coaches should be reduced. What we find today is that the number of wait listed passengers are equal to the total number of reserved seats. This is a grave situation. Whether Railway administration is of the opinion that all the passenger having confirmed ticket will postpone that journey and their seats will be available to the waitlisted passengers. Consequently we find that waitlisted

passengers uses to board the train and the passengers with confirmed tickets face lot of difficulties. The train ticket examiners are not in a position to deboard the passengers having non-confirmed tickets. Therefore, out of total availability of reserved seats, only 25% unreserved tickets should be issued and waiting list in Tatkal sewa should also be discontinued. Simplification of existing reservation system is necessary for the convenience of the railway passengers.

Nautanwan railway station of North-Eastern Railway is situated in one of the main entry gate of our neighbouring nation Nepal. Gauge conversion of Gorakhpur-Nautanwan railway section has been completed two years ago. Now it is necessary to introduce train from this place to that people, including large number of tourists, can travel to Delhi, Mumbai, Kolkata etc.,

This need can be fulfilled by extending train terminating in Gorakhpur upto Nautanwan.

Utilization of railway land outside urban boundary is necessary in the national interest. A detailed scheme should be made for this purpose.

In the end, I support this rail budget.

[*English*]

*SHRI P. KARUNAKARAN (Kasargod): I would like to participate in the Railway Budget placed before this House by our Railway Minister Shri Dinesh Trivedi. But it is unfortunate to state the he is not the Railway minister now to give the reply on the basis of this discussion. It is the first time in the history of Parliament that a Minister is compelled to resign because of some proposals made in the Budget. Although he has presented the Budget as a Railway Minister by the consent of Prime Minister, Finance Minister and the Chairperson Smt. Sonia Gandhi, there may be different views regarding the content of the Railway Budget and that is natural which can be changed through the intervention or through the debate in the Parliament. Parliament is the sole authority to do that. So I think this is an external interference on the authority of the right of Parliament. TMC has all right to criticize the Railway Budget and also propose changes but the steps taken is beyond all control. The other surprising issue is that Prime Minister and Government is surrendering before such unhealthy practices in the House. I do not want to explain more about it. Anyway this issue has diminished the status of the Parliamentary democracy in India.

I strongly oppose the budget proposals to increase

* Speech was laid on the Table.

*Speech was laid on the Table.

the charges in Railway. Though it seems slight increase as stated by the Minister in the House, it becomes high as far as long distance passengers travel are concerned. Railway has already increased 20% hike in parcel charges. I demand to roll back this hike of new charges because it would really put burden on the common people.

Railway is the symbol of national integration in the country irrespective of different religion, caste and creed people are travelling in Railway. It shows the public character of the Railway also. But unfortunately Government has taken the decision to privatize the Railway step by step. In this Budget also many of the suggestions have come for the PPP model participation for the development of the infrastructure and even land and Railway itself has given to the private purpose for their own use. Outsourcing is the other method that the Railway has adopted to reduce the man power. Years back the total strength of the Railway was 17 or 18 lakhs. Now it is reduced to 13 lakhs. At the same time day today functions of the Railway are mounted. This drastic reduction in the man power resulted the safety issue of the Railway. We witnessed number of accidents now-a-days.

There should be substantial change and improvement in the passenger amenities. Many of the long distance trains are suffering due to the lack of adequate coaches. Sanitation is also another issue which has to be addressed seriously. Safety issue has become most important one. There are criticisms that Railway did not put adequate Railway protection force and we have witnessed that passengers especially women passengers are not safe. There are crimes like murder of women, rape cases etc. are on the increase in Railway. What measures the Railway is going to take on all these issues?

I like to raise some issues pertaining to my State Kerala. It may be the first budget where only one passenger train is provided to the State Government of Kerala and MPs have given number of representations explaining details but such issues are not considered. So the Minister should take some serious steps to introduce more trains to the State and increase the frequency of Rajdhani and Samparak Kranti from Delhi to Kerala by increasing two more trains. One new train should be started from Trivandrum to Mangalore to solve the heavy traffic problem. Since large number of Keralites are working in Bangalore and Chennai, a train from Trivandrum to Mumbai and a train from Mangalore to Bangalore and also a new train from Cochin to Chennai should be included. There is no passenger train at all introduced in this budget. So I request

to introduce a passenger train from Calicut to Mangalore and also extend Kannur-Calicut-Mangalore train to Mangalore. There was a proposal of a tourist train connecting four southern states i.e. Trivandrum, Kerala, Karnataka and Goa. A train from Kanyakumari attaching Kerala, Karnataka and Goa should be beneficial to the tourists as well as other sections of the people.

Large number of ROBs are included in the Budget. There should be a time bound programme to finish these ROBs and also steps should be taken to remove these unmanned railway level crossing which cause accidents in many places. Some new lines are introduced in the budget. But many of these lines were in the budget for the last many years.

I appreciate the decision taken by the Railway to include Kanhangad-Panathur Railway line in the appraisal of Planning Commission. I also request to take a survey of Panathur-Kaniyur railway line which is the continuing part of Kanhangad-Panathur Railway line. It is an inter-state Railway line and also reduce the distance to Bangalore by connecting Hassan Railway line. I also appreciate that six stations have taken as modal stations in my own constituency.

We have demanding to have a stoppage of Rajdhani Express at Kasaragod since Kasaragod is the end station of the State. I also request to give stoppage at Cheruvathur for Pashuram Express and stoppage at Nileshwar for Chennai Mail. Since Bekal is an important tourist destination in our country, large number of tourists are visiting this place every day but train connectivity is very poor. So I request to give stoppage at Kotikulam and Bekal for Maveli Express and Parshuram Express to assist the local passengers. I request to have a stoppage at Chandar for Coimbatore Passenger train. I request to consider the legitimate demands of Kerala where high rail density exists.

[Translation]

SHRI JAGDISH SHARMA (Jahanabad): Sir, Thank you very much for giving me time to speak. As the rail budget came, New Railway Minister, Shri Mukul Roy has also come among us. I, on behalf of the people of Jahanabad Parliamentary Constituency welcome him. We welcome with the hope that, when Mamta Banerjee was Railway Minister, she said in her budget speech regarding railway projects that priority would be given to those areas which are socially and economically backward. Sir, you also see the things minutely. The announcement has been

made and Shri Mukul Roy has been appointed as Minister of Railways. Mr. Chairman Sir, be it area of Jharkhand or Jahanabad area of Bihar, wherefrom I hail, it has been facing terrible nonenace of extremism. You yourself know well. The only way to deal with the left extremism is to speed up the development work. Without which the problem of extremism being faced by the country and by way states cannot be solved. If you want to exceleerate the pace of development it can only be done by providing railway facility. But it is a matter of regret that no expansion of railway line has been done in those areas. We are thankful that in the Budget, 2010-11 the then Railway Minister Mss. Mamta Banerjee announced the survey of three railway lines via Bihata to Aurangabad via Arbal, from Jahanabad to Bandhugang, Kako, Kangar sarai and third one from Islampur to Hulasgang, Khiggar Sarai Manpur up to Bodh Gaya. Besides, a provision of rail line survey has been made in this Budget which is from Jahanabad to Arbal via Kirgal. I would like to say that survey work is going on for the last three years. Some progress has been made on Bihata-Arbal-Aurangabad rail line. But the survey work at Jahanabad, Ekangar Sarai, Bihar Sharif and Islampur, Heclasganj, Manpur, Bodhgaya is going at a very slow pace. I would like to request Hon'ble Minister, through you Sir, that if you want take the country on the path of development then you have to sanction railway line in these areas on priority basis because Jahanabad which is my Parliamentary Constituency is most-backward area, it connects Gaya, Nalanda, Arbal, Jahanabad, Nawad and Jharkhand. I would request you that construction work should be started on these railway line which you have included for the survey work. Please expedite the work on Jahanabad to Ekangarsarai, Bihar Sharif, Islampur to Manpur, Bodhgaya and Bihata via Arbal to Aurangabad. I am sure Hon'ble Minister will look into it.

We would like to request the Minister that the Railway Minister, who hailed from Bihar, never showed my discrimination. When Mr. Nitish Kumar, who is now Chief Minister of our state, was Minister of Railways. Have a glance on the Budget, of those days. He never made any discrimination. He laid railway lines through out the country. We congratulate him for the all round development of the country. Today, we expect from Sh. Muniappa to start work on the lines about which I have made submission.

Sir, Patna and Jahanabad, from where I hail, are the district headquarters. The nearest city from these places is Kolkata. People are going to Delhi and Mumbai in search of employment. But lakhs of voter are in West Bengal who hail from Gaya, Nalanda, Patna, Jahanabad, Arbal etc.

districts. I urge upon the Minister that the train between Patna and Hawrah should be started from Jahanabad which will be beneficial for lakhs of people. They will save one day. I request that one train should be started from Jahanabad to Howrah and another from Jahanabad to Delhi.

Sir, I would like to give another suggestion. The train Ganga-Damodar express is upto Dhanbad. If you extend it upto Howrah, it would be beneficial to lot of people. If there is no loco facility, it could be provided space at Chitpur station. There won't be any congestion over there. Ganga-Damodar express No. 13330 should be extended from Dhanbad to Howrah. If there is any difficulty, in this regard it can be extended upto Chitpur.

Sir, matter regarding ROB is being raised time and again. Bihar Government has submitted a proposal. Islampur - Gaya is a state highway. The entire road faces blockade due to non-existence of ROB between Manpur-Bandhua. Road construction department of Bihar had submitted a proposal for ROB in 2010 and offered to contribute their share. This proposal has been hanging fire for the last three years in the Railway Board. We demand that ROB should be constructed on Gaya-Bandhua station. Sir, I would like to say that if - this ROB is not sanctioned. I, myself, may sit on fast unto death in from of the house of Minister of Railways till this work is accomplished. Sir, daily we are humiliated. This matter is pending for the last several years. Railway Board is not submitting this proposal of Bihar Government before the Minister of Railways. There are two administrative organs in the Railway. Railway Minister can't do anything until the Railway Board clears the proposal. Proposal is not pursued. This is the responsibility of the Ministry of Railways.

Same situation is with the underpass proposal in Rajabazar of Jahanabad on Patna rail section. A proposal for ROB has been pending over there. We are the servant of people. Mabhadpur station on Patna-Gaya rail section should be declared 'Aadarsh' station and ROB should be constructed on Jahanabad underpass.

* SHRI VIRENDRA KUMAR (Tikamgarh): People are always very anxious about Rail Budget. Like every year this year also a very popular Budget has been presented. Railway facilities have not been extended due to no increase in the railway line constantly for the last nine years. This can be seen in those areas in which people could not take the benefit of rail facilities even after

*Speech was laid on the Table.

64 years of independence because railway lines have not yet been laid there. Several parts of Madhya Pradesh and Jammu and Kashmir and North East are among those areas. Wherein railway lines should have been laid on priority basis without any political bias. But the work of laying railway line and survey is moving on a very slow pace. A time bound programme should be made to complete pending projects. It has become a convention that every Minister makes announcements about New trains, increasing their frequency and distance but the Minister should also accord priority to complete the announcement made earlier.

It has been said that one hundred stations of the country are to be developed as airports. But the announcement made earlier to develop railway stations on world class level, are yet to be fulfilled. Not much progress has been made in this regard. Airconditioned executive lounge will be provided on main stations, where several facilities are available on payment. But it would be like a dream for a common man.

Increase in passenger fare would affect common man, who is already suffering due to price rise. Therefore, increase in fare be rolled back and priority should be accorded to increase security. Rail accidents have become a common thing due to which several person die. All this have created an apprehension in the minds of people that if some one returns safe after rail travel, the entire family takes a sigh of relief. Years long old rails and burden of additional trains on those are becoming cause of such accidents. Therefore, old rails should be replaced by new one and third rail line should also be laid at all places.

Cleanliness and beautification of railway stations should not be done only to get I.S.O. award, but it should be done keeping in view passenger's facility. It should be done daily and not at the time of visits of G.M. and Minister. Habibganj station of Bhopal is an example of cleanliness but Bhopal main station is deprived of such cleanliness. Catering facilities at stations are not being given due attention. The long distance passengers depends only on edible items available on stations. The quality of food, therefore, needs more attention.

Alongwith staircases available on main stations of the country to go from one platform to another, ramps should also be provided so that patients and old persons can be taken on wheel chairs and trolley. It is an irony that what to say of other stations of the country, this facility has not yet been provided on the stations of Delhi, the capital of the country. Besides, 2 feet over bridge should be constructed on the stations of the state capitals because dharna, agitation denostration, conferences are a matter

of routine in the State Capitals due to which people have to face a lot of inconvenience due to rush.

Special efforts should be made to check entry of other passengers in the compartment reserved for ladies and handicapped in trains so that they do not face any inconvenience. Complaint books are not made available by T.C. to the passengers in train although they ought to provide on demand. Separate ticket windows should be provided for senior citizens on main stations and well mannered employees should be deployed on enquiry counters so that they do not give irritative reply.

Work on Lalitpur Singrauli rail line has been completed upto Mavai after Tikamgarh. People are overjoyed after the announcement of a new passenger train from Jhansi to Lalitpur Tikamgarh. We express our gratitude but this train should be extended upto Chhatarpur and Khajuraho. The dream of the people of Bundelkhand to see a train will be fulfilled if this train is started during this session.

Better facility of returning in the evening and going in the morning would be available to the people of Bhopal if Bhopal intercity express is also run on this route from Chhatarpur, Tikamgarh, Lalitpur, Bina. There is a long pending demand of the people for providing stoppage of Tulsi express and Uttar Pradesh Kranti express at Nibadi station. This stoppage should be provided immediately. Udaipur-Khujraho train, announced during last session, has since been launched. But no stoppage of this train has been provided from my Parliamentary Constituency to Harpalpur of Chhatarpur district and Nivadi station of Tikamgarh district. People of hundreds of villages travel from these two stations. Therefore, Udaipur Khujraho express should be provided stoppage at Harpalpur and Nivadi immediately. Allahabad Mumbai Tulsi express should run daily.

When the gates of level crossings near Harpalpur, Nivadi and Orcha railway stations are closed it results in traffic jam on either side of NH-76 causing great inconvenience to the public. Therefore, there is a need for construction of rail over bridges near these three railway stations.

Platform number of 2 should be constructed at Harpalpur, Nivadi and Orcha stations for facilitating rail traffic and foot over bridge should also be constructed for connecting the platform. At Harpalpur station, train is often parked on the middle line and constantly the passengers have to go underneath the parked trains for catching the

trains halted at another platform and thus there is likelihood of accident at any time. There is inadequate height arrangement just on side. Harpalpur railway station and even at platform and the height are put on some time before arrival of the train

Anti social elements create problems in dark. Proper lighting arrangements should be made Dhuvela Museum where the memories of Maharaja Chattarasal and displayed should be connected with railway lines, survey of laying railway line for Harpalpur, Nangram, Dhuvela, Chattarpur should be conducted and train service be introduced on this route so that foreign tourists coming to Khajuraho can also be attached to this historical heritage site. Survey should be conducted for laying rail lines between Jhansi, Orcha, Prithvipur, Tikamgarh, Badagaon, Dhasan, Shahgarh, Damoh, Patan, Jabalpur and the railway line should be laid. Orcha is a very important place from religious and tourism aspect and lakhs of tourists domestic and foreigner, come to this place every year. A number of films are shot are every year. In view, of the train passing through Orcha should be provided at Orcha and the length of platform should also be increased.

[English]

*SHRI CHARLES DIAS (Nominated): At the outset, I would like to say that the Hon. Railway Minister found Safety in Railways as his first task and this has made him to constitute an independent Railway Safety Authority in the best interest of passenger safety. Also, to set up Railway Research and Development Council is a move on the right direction.

While Safety and Modernization as two goals set up in the 12th Five Year Plan, the quantum jump of investment from 1.92 lakh crore to 7.35 lakh crore is a big target and it is a welcome move that the Hon. Minister has already made a sketch of his vision on Railway Development.

When we think of big projects in future, I invite the attention of the hon. Railway Minister towards the 487 Projects of new lines, Gouge conversion, doubling and Railway Electrification which have already been approved and are going on. Money has to be allocated for the completion of these projects.

The Railway has already chosen five focus areas as per the recommendations of Kakodkar and Pitroda Committee and this has given a clear direction to move on.

I congratulate the Hon. Railway Minister for the

*Speech was laid on the Table.

'Green Initiatives' to set up 72 MW capacity Wind Mills at various areas.

The move to set up 200 Railway Stations as "Green Energy Stations" by installing equipments for tapping Solar Energy, is a welcome move.

The lighting System at 1000 manned level crossing gates with Solar Lighting is expected to enforce safety.

Introduction of mobile emission test car to measure pollution level of Diesel Locomotives is also a step to control pollution.

Introduction of "Green Train" with bio-toilets to run through the Pristine Forests of North Bengal is a new innovation.

Coming to the new projects, allocation of trains etc., I would like to point out to the Hon. Minister that, a number of proposals pending for the last so many years, are still not considered. From Kerala, proposals which are pending for long time are not considered.

The Sabari Rail Project has to be completed soon and speedy steps have to be taken in this regard.

At Kerala, considering the geographical situation, practically, the one route starting from Trivandram in the South to destinations through Chennai and Mangalore are having one route and this route is not doubled at many areas. Lot's of time and energy are wasted, besides difficulty to passengers. New Signalling System have to be installed at major stations at this route.

The Trivandrum, Ernakulam and Calicut Stations which are proposed to be modified to be 'World Class Stations' are yet to be modified.

The biggest railway station in Kerala, namely the Ernakulam Railway Junction Stations, lack the basic amenities like suitable Passenger Lobby Ticket Counter, Waiting Room and Signalling System.

The Old Railway Station at Ernakulam has to be reconstructed and make it a Heritage Structure and passenger train can be started from here. This stations is a historic monument as Mahatma Gandhi got down at this platform and spent time here.

The Cochin Harbour Terminus Station has to be used as a point from which trains can be started for the convenience of thousands of passengers from West Cochin area.

One more daily train has to be operated to Bangalore

from Kerala considering the large number of passengers.

Kollam-Shengottai Conversion to Broad-Gauge has to be completed soon.

The passenger train now plying from Trivandrum to Madurai has to be extended to Nagapattinam in view of the large number of devotees from Trivandrum to Vellankanni.

With this, I support the Railway Budget for 2012-13.

[*Translation*]

SHRI KAMESHWAR BAITHA (Palamu): Mr. Chairman, Sir, I won't make a lengthy speech today. I would like to quote a saying, "Ubral bhat ke pahun" about Palamu, Jharkhand and Bihar. The former Minister of Railways has exacted proved this saying in case of Jharkhand. When guests come to our house, rice is already cooked, we say that, we would share whatever it is. What the minister has given to Jharkhand? All the hon. Members from Jharkhand are sitting here and Member of Parliament from the constituency neen to mine one is in the chair. I want to ask him also, why step motherly treatment is meted with Palamu, Jharkhand. I am earnestly looking at the hon. Minister of Railways hoping that he would definitely feel the pain of problems of people of Jharkhand. After announcements of Railbudget. I as well as the Chairman have gone to our respective constituencies. We are facing what have be brought in the budget for our area? People gheraded me and asked, as to what I have brought for people of my area? I said that we have got one train. They asked, which train. I said, Rajdhani but once a week.

Hon. Minister I am enhanced of going to my constituency. I would like to put forth the problems being faced by the people of my area. The hon. Minister had earlier made certain announcements for my area. Now, I would like to reintegrate the same before the hon. Minister and the entire House. I would like to submit, what should be given to not only my constituency Palamu but to whole Jharkhand in the present scenario. I would read it out.

My submission comprises of this page I may be permitted to read it out.

MR. CHAIRMAN: Please hang up.

SHRI KAMESHWAR BAITHA: *Over bridges, platform* should be constructed at Gadghwa, Nagar Utani, Jopla station. A waiting room at Gadghwa Road and a rest house at Daltonganj station with 50 rooms as this station connects three states. Passengers from Chhattisgarh, Uttar Pradesh

and Bihar come and stay here. A passenger shade should also be constructed here. The pace of work for converting Daltonganj into a modal railway station is going on at very slow speed. Consequently a number of accidents have occurred. There is surplus land at Daltonganj railway station and Bodka Khana railway station. 5 acres of land from these station should be spared for construction of a Women's college. It would be greatly useful in public interest. It should be managed by a local self-help organisation. It would provide public support for railway as this area is naxal effected.

People have to travel 60-70 kms from far flung areas for reaching Chhatanpur, Pandu, Ramkanda, Gadghwa Kanchi stations. A list of PRS counters should be made available at these station so that passengers can get reservation facilities. The number of coaches in all the passenger train plying in my constituency should be doubled so that passengers can get rid of inconveniences and accidents can be prevented. Drinking water and toilets should be provided in all the coaches. There are inadequate number of general bogies in the express trains. More general boggies in all the express trains should be added on the basis of passenger tickets purchased in a year for each express trains. 14369 Barmadih Chopan Bareilly Triveni Express should be extended upto Haridwar station as this train stays idely for eight hours at Bareilly. It would facilitate passengers in travelling upto Haridwar, an important Hindu pilgrimage centre. The time of 18611 Ranchi-Varanasi Intercity Express should be adjusted in such a way that it reaches Varanasi railway station from Gadghwa at 12.30 in the night so that passengers coming by Chopan Patna Link Express can easily travel to Ranchi. Pantry car should be provided in 11448 Jabalpur-Howrah Shaktikuing Express as passengers travelling by this train face problems in getting meals. The frequency of 2453 Rajdhani Express should be increased to thrice a week, including on Saturday.

Sir, I may be given more time as I am reading out my demands in one go. Sh. Lalu Prasad had announced and even laid a foundation stone for Gaya-Daltonganj railway line. But, the work on it has not yet started. Whereas, on paper, it has been completed and funds have been provided. It is approximately Rs. 4,400 crore. Exactly, I donot know. Funds have been allotted for Chatra also, but no announcement in this regard has been made in the House. I would like the hon. Minister to make an announcement in this regard and railway line between Chatra-Barandih and Chatra to ...(*Interruptions*) should be laid.

*SHRI MANSUKHBHAI D. VASAVA (Bharauch): I oppose the rail budget as presented by hon. Railway Minister. Government had already increased the freights by 20 per cent in January this year. This budget has given another If we go through the budget in detail, it shakes the illusion, that it is common man's budget, infact it is just opposite. If we look at 2 paise, 3 paise and 5 paise, it appears there is no increase in the freights or fares. However, when we add it up to work out see per kilometer average, it suggests otherwise as this increase in rail fares will make a big hole in the pocket of common man. The game of numbers is used to make it rupees give as standard fare. But in relation to suburban fares this standard of Rs.5 will make the fares of Rs. 11 or Rs.16 to Rs.10 and Rs.15. However when we calculate it in respect of fares of Rs.12, Rs.13 and Rs.14, the fare will be Rs.15, lie the same way fares of Rs.17, Rs.18, Rs.19 will become Rs.20 this system of calculating fares will further burden the common man. Even platform ticket's price has been increased to Rs.5/- from Rs.3/- It makes it clear that Railway attaches no importance of the coin lesser value than Rs.5/-.

This rail budget is anti poor and will result in increasing price. It is deplorate that despite increasing fares (freight), facilities were increased. It amounts to duping the public. Many railway projects and works were declared in the last rail budget to be taken up with private participation, but they were not implemented due to many difficulties the participants private parties had to take, coupled with harassment at the hands of corruption Railway frauds. Instead overcoming these problems, the private participation has again been probocked. It simply aims at directing people's attention. In the same way in the last year budget people were made to believe that the rail stations New Delhi, Mumbai and Chennai etc. will be made world class. Will the hon. Minister be kind enough to apprise us about the progress made in this regard? Also so many stations were declared as smart stations but was told by some of my fellow members friends that it was simply the change of name to smart station, the facilities which should come with the status were not actually provided. In this way the Government is making mockery of hon. members and the public.

The hon. Rail Minister has claimed that had we not made efforts. The condition of railways would have been like that of Air India. But who is responsible for that. Whether he is not responsible for that. We give the serious look at the efforts made, it will reveal that these efforts are merely in name. Nothing can be done as long as the corruption

rampant in railways is eradicated and the resources are made to use fully. However, Mr. Minister is completely silent about it, not a single word has uttered in rail budget about eradicating corruption. I would like to give an example. The CBI, the anti corruption agency of Government of India had recommended strong action against the officials involved in corruption case, however the Railway Board simply warned them and let them go scot free. I would like to know from the hon. Minister is it the way, the corruption will be eradicated.

Railway is not supposed to be a profit making in a democratic set up. By providing connectivity it brings about cultural harmony and thus integrate the country. But actually it is being extensively used in metros and big cities only. Rail tracks have not been laid in the backward districts in areas where tribal population is concentrated. Even if some of the tracks have been laid. They are restricted to mineral rich areas with a view to exploit their mineral wealth. There is no justification for the plea that passenger train can not be introduced there, for if goods train can run there, passenger train can also easily run there. But the attitude of Railways towards tribal areas has remain unfair.

In order to put the country on the track of growth, the rate of domestic product must be at least 8 per cent the growth rate of railways should be fixed at 10 per cent for as long as railways does not attend a growth rate of 10 per cent, the country can not be brought on the track of development which means that the railways is not playing its role sincerely which is regrettable.

Middle man has a dominant role in each sphere of railway activity such as berth reservation, goods booking, that is at each step middle man is there and despite all the claims to the contrary by the railways they still continue to operate in the field of Tatkal and other reservations. One fails to understand the modus operandi the middle man adopts to secure tickets with the nexus of railway employees. It is observed that despite waiting list middle men are allotted berth. Till the railways get itself rid of these middle men (brokers), the corruption rampant in railways can not be eradicated. The railways budget fails to address to this problem.

The real list of Budget lies in provisions for income and expenditure, not on assurances. The budget is silent about the steps, to be taken to improve earnings, the sources from which the finances would be generated. The moot point is that railway earnings are getting thinner. They don't have money to spend. Railway is not able to generate income from its resources while the earnings are

being pocketed by corrupt officials. During 2012-13, the railways had fixed a target of earning traffic revenue of more than 27 per cent, which is beyond comprehension. A 20 per cent increase in freight rate was declared even before the budget, which is likely to effect the goods As the earning during 2011-12 did not increase, rather it went down, it is something which is not convening. Now how the 27 percent will come about. When the estimates of income shown i.e. the budget are faulty, how it can be presumed that the budget is growth oriented.

Hon. Minister has tried to show so many attractive dreams. He did make declarations about introducing new trains, upgrading stations to make them world class, doubling of track, but he is silent about disclosing the source from which these will be financed. Nothing specific has been mentioned about the measures to be taken for the safety of passengers. Rails are operating at the mercy of God. Accidents are a routine feature. The death average during accidents comes to 41 daily, the unmanned Rail Crossings are the culprit behind to percent of these deaths. The minister has said that manned crossings.

will be provided however Repeating this over and over, has not brought any good result. No specific mention has been made about the present and the problems being faced today. The Budget has entirely dwelt on future forgetting the present, it will not help solve the problems faced by railway in a secure manner.

Hon. Minister has stressed on the safety aspect in this Budget, and has assured that collision check device will be installed in most of the trains. However he did not elaborate on the number of trains which have been equipped with the collision check device so far and the number of trains likely to be provided this device this year and the time by which the said device likely to be installed in all the trains. How this device is expected to stop the accident is, nothing has been explained about this. It is creating doubts in the minds of hon. members. There is some twist or confusion some where. The Railways Board now has added two additional seats of members which signals that bureaucracy an upper hand in the Railway administration. Railways are already spending 60 per cent of its earnings on its staff, so in this context curb on unnecessary expenditure is required which on the contrary the railway are hellbent on increasing the spendings.

It will not be appropriate to say something about introducing new trains as the shape of things in respect of the trains already running in not satisfactory. Late running of trains is a common phenomenon where the trains were

running late. To the extent of 15 hrs. at a time Trains by 15-15 hours and more cancelled as a result.

What steps have been taken to get rid of the problem of fog.

Due to late arrival of train, how much loss railway has to incur? Whether the Railway Minister has figures in this regard?

We find broken bogies and dislapidated pantries. Biggest problem of passengers is that of waiting list. The passengers who get their tickets reserved, their names do not appear in the waiting list and as a result are unable to find their bogies. How the new train will be run, because I have read about a train which is running for the last one year and the frequency of this train has been increased in this budget, but in fact this train has yet not come on rails. Thus this rail budget is a bundle of lies.

Bharuch-Samani Railway section under my constituency has not yet been converted to broad gauge, whereas this region is an industrial area and the transportation of manufactured goods and raw material can take place in this section and railway can earn additional revenue. Therefore, I would request the Hon'ble Railway Minister that Sayani to Jambusar portion on Bharuch-Samni section be converted into broad gauge which can result in additional income for railways. But this proposal has not yet been considered.

Railway has many such unused assets and resources which can earn income but railways have not yet taken note of it. The Ankleshwar-Netran gauge line in my Constituency is of independence period, but now it is not operational. It can be converted into broadgauge and additional income can be earned from it but this has not been considered yet.

There is a Bhavalb level crossing near Bharuch railway station on a very busy road. Many trains pass through this level crossing which results in heavy jam on the road. People have to face a lot of difficulties as a result thereof. It is the moral duty of Railways to solve this problem of people at the earliest. Therefore, I request the Railway Minister that an over bridge may be constructed on the above level crossing as early as possible. In the same way it is imperative to construct an over bridge on Garhkhoh Survani level crossing near Ankleshwar station. Ankleshwar is an industrial area in the country where chemical industry is situated. People face problems as a result of heavy traffic of goods carriers passing through this level crossing.

Management and control system of Railways have failed to mobilise human resource and is unable to utilise the railway assets on time which is resulting in less income and more expenditure. Basically commission, corruption and bureaucracy are responsible for all this mismanagement. This budget is putting burden on common man, labourers and farmers by hiding its own drawback. Therefore, I strongly oppose this budget.

I would request this hon'ble Railway Minister to introduce a passenger train from Bharuch to Dahej in my parliamentary constituency as only a goods train is running here. The line has been converted into a broadgauge line.

Ankleshwar-Rajpipala line is being converted into broadgauge, but the work is progressing at a very slow pace. It should be completed at the earliest in public interest.

My Constituency Bharuch is adjoining industrial area. All the stations, Bharuch, Ankleshwar, Palej, Curzon etc. may be developed by providing all the facilities.

16.00 hrs.

SHRI S.S. RAMASUBBU (Tirunelveli): At the outset, I would like to congratulate the hon. Minister of Railways, Shri Dinesh Trivedi for presenting a growth oriented maiden Budget for the year 2012-13.

Indian Railways has a network spread over 63,000 route kilometres with 7,000 stations throughout the length and breadth of the country. Daily it carries 23 million passengers by over 19,000 trains and 2.65 million tons of freight traffic which constitutes roughly 40 per cent of total freight and 2 per cent of the passenger traffic in the country. Railways accounts for 8.5 per cent of the organized employment of the country either directly or indirectly. It was the first in the country to introduce computers in a big way in the process of pay roll, inventory, accounting, passenger reservation and information systems.

Though the health of the Railways is not satisfactory, hon. Minister has managed to present a balanced Budget by announcing host of several new projects like completion of ongoing/pending projects of doubling, electrification, new lines etc.

Sir, Indian Railways has to bring the national integration by connecting every State which is unity in diversity in our country. A great link is established and national integration is created only by this department. This is very important department in our nation.

At this juncture, on behalf of the people of southern Tamil Nadu, I take this opportunity to thank the hon. Railway Minister for announcing certain projects pertaining to the State of Tamil Nadu like introduction of seven new express trains and two passenger trains and also it is very important to state that in my constituency that the survey for doubling and electrification of Madurai, Tirunelveli, Kanyakumari sections and doubling of Trivandrum and Kanyakumari section is a very important survey. It should be surveyed and planned and it must be implemented immediately. Because this is very important one as it is linking Kanyakumari, where our Lord Vivekananda is present, to the northern part of India. Many northern people of the country come every year. Already Mamata Ji has also announced it in the previous Budget that there will be a great link between Kashmir to Kanyakumari and also from West Bengal to Kanyakumari so that all the people of the country can come to the Kanyakumari. It is a very important project.

Sir, the safety is very important and this year's Budget has given priority for safety but it is a pitiable thing to say that the accidents are increasing. The unmanned level crossing is very important one. Previously, our Madam Mamata Ji, the then hon. Minister announced in her Railway Budget stated that unmanned level crossing will be completed within one or two years. But now in the year 2011-12 because of the unmanned level crossings, 247 people died and 605 people injured.

I want to insist on one thing to the Railway Minister Muniyappa Ji that it is better to change all unmanned level crossings into manned level crossing instead of spending crore as compensation. There may be two villages on either side of the track. That road may be blocked because of this unmanned level crossing. You have to change it as manned level crossings.

There is another important point which I have to insist here. In this year's Budget, 84 stations in the country were announced for upgradation as Adarsh stations. But I am sorry to say that Tirunelveli station in my State of Tamil Nadu is missing here. Tirunelveli is one of the biggest stations connecting Chennai, Trichy, Madurai, Kanyakumari sections with heavy movement of trains and passenger traffic. Therefore, I request hon. Minister that Tirunelveli station is to be upgraded as Adarsh Station.

Railways are facing a huge shortage of wagons and coaches. It is a very important point. Condition of coaches is very much deteriorated and the new coaches are scarcely added. Ongoing and new proposals for setting up

of coach and wagon factories are going at a snail's pace. Shortage of wagons results in reduction of freight carriage and less revenue generation. Therefore, it is the need of the hour that railways should give more thrust to accelerate production of coaches and particularly wagons.

A large number of complaints are coming regarding the quality of food items. Quality of food and the drinking water facilities are essential in the trains. I want to insist one thing.

I want, through you, to mention the long-pending demands of our people of Tamil Nadu which are not yet fulfilled in spite of repeated reminders. I shall, therefore, urge upon the hon. Minister to kindly consider them and implement the same.

- Early completion of the gauge conversion of Tirunelveli - Tenkasi section;
- New Railway line between Tirunelveli - Sankaran Koil through M.S. University, Abishekapatti, Seethaparpanallur, Maranthai, Alangulam, V.K. Pudur, Surandai, Chenthamaram, Veerasigamani, Naduvakurichi;
- Re-opening of Railway Station at Kavalkinaru. This Kalavkinaru railway station is near Kdankulam project and ISRO. These places are around Kavalkinaru. This is a very important and potential area. Therefore, this railway station has to be reopened;
- Provision of PRS Centre at Thivisaiyanvilai Town, Tirunelveli district;
- Provision of roof shed to the entire new platform in the Tirunelveli Railway Station and there should be escalator to connect all platforms;
- Stoppage of all trains. It is very important. We are pleading for it. We are requesting for stoppage of all trains between Madurai - Kanyakumari. There are three stations available - Nanguneri, Valliyur and Panagudi. In some areas for 36 kilometre distance, six stations are available. The distance between Kanyakumari to Madurai is only 70 kilometres and there are only stations;
- Another request is for new Inter-City Express from Nagercoil and Tirunelveli;
- Replacement of old coaches with new, modern coaches;

- Improvement in quality of food items served in Railways.

With these words, I support and conclude my speech on the Railway Budget. This is really a achcha Budget. The fare has been increased partially. The hon. Minister has said that if we compare it with the price of petrol and diesel prices, it is very low. I would urge upon the hon. Minister to protect Aam Aadmi. The finance is very important. We have to make the railway project a sound one. Then only, it will become development-oriented. It will develop our people and our nation. With these words, I conclude my speech.

* SHRIMATI ASHWAMEDHA DEVI (Ujjiarpur): My Constituency Ujjiarpur and District Samastipur have been neglected in this Rail Budget 2012-13. My request is that justice may be done to my constituency and district by including the following works in the rail budget.

1. Construction of an over bridge at level crossing No. 32 C between Dalsingh Sarai and Nazirgunj Stations.
2. The name of Vidyapati Nagar station be changed to Vidyapati Dham in the light of proposal sent to Bihar Government in this regard.
3. A reservation counter be opened at Ujjiarpur station.
4. Stoppage may be provided to additional pair of trains at Basdhiya halt station.
5. A freight godown and a rake point be constructed at Ujjiarpur station.
6. Stoppage of 15707/15708 and 12577/12578 station Dalsingh Sarai station.
7. Platform at Vidyapati Nagar station be extended and a foot overbridge be constructed there.
8. A passenger shed and a down side platform be constructed at Nazirgunj station.
9. The cut in emergency quota of Samastipur Division be revoked and reinstated as earlier.
10. The condition between Samastipur Madhuri chowk and Freight godown is dislapidgled. F.O.B. there be repaired and traffic get started.
11. The train No. 13420 which runs between Muzzarpur-Bhagalpur, be started at five in the morning from

*Speech was laid on the Table.

Muzzarpur and a 3AC coach be attached with this train.

12. The Kashipur Pasi on railway land at Patori station may be beautified by filling it with earth.

* SHRI MURARI LAL SINGH (Sarguja): First of all I thank the Hon'ble Railway Minister for this Rail Budget. But there seems to be no immediate benefit to Chhattisgarh State. Although Chhattisgarh State provides a large chunk of revenue to Railways, but no special importance has been given to it. No new train has been given to Sarguja district of Chhattisgarh State. The boundary of Chhattisgarh touches six states. But no train has been given to connect these six states.

My Parliamentary Constituency Sarguja is an adivasi infested area of Chhattisgarh. It is the largest district which now has been divided into three districts. It has large deposits of minerals and there are many mines of SECL. Bauxite and other minerals are available in large quantity and Railway earn a huge revenue through their transportation. The development here is zero if we compare it with the revenue which Railway earn from Chhattisgarh.

The most of the announcements made in the Rail Budget for Chhattisgarh relate to survey work. It is true that these are the long pending demands of the people of this region and will bear fruits in far future.

I want to bring following proposals and demands into the notice of the hon'ble Railway Minister:

1. Not a single train has been given to the passenger going to the Capital of India, Delhi from Ambikapur. Earlier a bogie was run from Vishrampur to Delhi, which was suspended due to some reason. Therefore, a train may be reintroduced.
2. An inter-city train be started between Ambikapur and Bilaspur.
3. Durg Express is the only train for the people of Sarguja from Ambikapur which goes upto Durg via Raipur, the capital of State. A bogie of AC Two tier and other of AC 3 tier be attached to it. Two bogies of sleeper coach be also given in this train.
4. Sleeper and AC Coach be provided in a Chair car train from Ambikapur to Jabalpur and also a stoppage be provided at Surajpur road.
5. The passengers of Ambikapur (Sarguja) and Koriya

*Speech was laid on the Table.

District have to wait for 5-6 hours at Anoopur while going to and coming back from the capital of the country, New Delhi. Ambikapur to Mahendragarh passenger train may be extended upto Anuppur. It may start from Anuppur to Ambikapur between 9-10 hours so that passengers may not have to wait for a long time on the station.

6. Bilaspur Railway zone is the highest earning zone of the country. In view of that Bilaspur Railway station should be upgraded to B Grade from C Grade.
7. Ambikapur to Anuppur railway track should be converted into double line.
8. No Railway station of Chhattisgarh state has been included in the list of Model Stations.

I would like to draw the special attention of Railway Minister towards my above demands and proposals for the development of our tribal area.

*SHRI HARIBHAU JAWALE (Raver): I want to express my sincere emotions on Rail Budget presented on 14/02/2012 by Hon. Minister Shri Dinesh Trivedi.

The Passenger fare is the main income-generating source of the Railway. Likewise goods transport earning is better source of income to railway. In past there is always growth in goods transport earning.

As repeatedly spoken by Hon. Minister that railway is really meant for Aam Aadmi for the safe and economical means of transportation's. But announcement of new trains made in Budget are done keeping eye in the few states. This kind of move leads to tremendous Unjustifiable to states like Maharashtra and specially on Khandesh (North Maharashtra).

In Railway Budget the Government had not proposed any concrete proposals for the up-gradation of the farmers by providing them proper facilities for transportation of their agricultural produce. There are no proper loading and unloading bay, improper and small Goods Sheds without maintenance and lacking for the minimal facilities like lightening, drinking water for loaders/coolies no proper approach road, improper covered sheds for the material to save from natural calamities etc.

Railway stations from my constituency after 65 years of independence lacks the primary passenger amenities.

*Speech was laid on the Table.

Stations like Bodwad, Nimbhora, Savda, Raver, Nandura, Malkapur, Varangaon, from my constituency lacks the facility of drinking water. Even ladies toilets are not present on these stations. Availability of proper lighting system during night period also lacks in these stations. There is no availability of roofing on these stations.

There is lack of security system in railway stations. Ladies passengers can't travel freely without fear. There was expectation from budget of concrete announcement to secure all the Railway Travel and Operations.

Even after increasing the fares, there is not sufficient budgetary provision for works above listed and even for past sanctioned projects also.

There is huge demand of another new footover bridge at Bhusaval Station due to heavy increase of passengers. At Bhusaval station, establishment of new Foot Over Bridge was sanctioned in the last year. But still due to insufficient financial provision work of this bridge is not started. Also the demand for escalators on Bhusaval station is long lasting. There are thousands of railway users on Bhusaval Station. We were expecting announcement of escalators provision in Budget on Bhusaval Station, but it is not announced.

There are certain agitations on Jalgaon Loading Point, due to its location in residential area. We had demanded to start loading-unloading of all commodities from Savda Station. Because most of fertilizers, cement and other commodities sell in adjoining area of Savda Station. Likewise, agriculture production is also highest in Savda area due to full irrigation. So it will viable to divert some load of Jalgaon Rack Point to Savda Rack point by providing proper amenities on Savda Rack point.

There is highest transporting of banana from Savda and Nimbhora stations towards North India. It is a big fund generating transporting for railway. But availability of Wagons on proper time is not available. Even schedule of traveling of loaded wagons is not followed. Due to this, banana farmers have suffered financially. Kindly make arrangement to provide wagons on proper time for transportation of banana.

Thousands of passengers travel from Bhusaval towards Mumbai, Pune and New Delhi Stations. Many VIPs, Ministers, MPs, MLAs and reputed persons travel towards Mumbai and Pune. Unfortunately some available emergency quota is also diverted to other station from Bhusaval. Keeping in view all these facts there is huge demand to introduce and increase available emergency

Quotas from Bhusaval Station. I, several time, demanded to give Emergency quota from Bhusaval Station but still this demand is not fulfilled.

I put forward my demands and request to envisage the matter. The following are some important issues to be taken care off in due course of time and I am sure hon. Minister Dinesh Trivediji will certainly help to resolve these issues.

1. To provide new Jan-Sadharan Express starting from Bhusawal to Mumbai, the long standing demands of the civilians of Jalgaon District. This is very long standing demand of passengers from entire Jalgaon, Buldana, Burhanpur Districts.
2. There is a long-standing demand to provide the stoppage at Raver for at least two trains namely Kamayani and Pune-Patna Express. Please consider Raver Station stoppage on trial basis for the above two trains for travelers in the directions of Mumbai, Pune, Patna and Varanasi.
3. Please provide one Rajdhani Express to cover these stations which may either be terminated at Pune, Shirdi, Nanded or to Mumbai to cover Nasik City (the fourth very important and industrially developed Metro in Maharashtra State).
4. To provide the facilities of toilets on the platforms where it is still pending. And increase the number of toilets on the station where it is already provided with keeping close control over cleanliness.
5. To provide sufficient Booking Window for the current as well as Reservation Counters specially considering the peak season time or the peak time of the trains. Provision of Reservation Ticket Counter at Savda Railway Station.
6. Station name display Board should be placed in such a way so that it is easily visible and readable, as the trains halt for any station is very short. Sufficient lighting may be provided for clear visibility at night.
7. As the passenger traffic is increasing day by day it is necessary to provide more coaches for every running train. Hence I request you to please increase the rack length of all trains as it has already operated for some trains.
8. As there are only two general coaches for all the Express and Mail trains and trains halt on many of

the stations is for very short time, passengers find it very difficult to board the train. Because of this, passengers hurriedly board the sleeper class coaches and penalized by the checking squad. Hence I request to issue sleeper class tickets without reservations for current booking for all the mail/express trains.

9. I request Hon. Minister to please introduce one new Jan Sadharan Express stopping at a small stations like Pachora and Nandura from Bhusawal to Pune to cater better and cheap journey for students.
10. As 12719/12720 Hyderabad-Ajmer Express is passing on loop line from Bhusawal and not halting commercially at Busawal, it should be made available for passengers traveling from Bhusawal and nearby vicinity to Ajmer.
11. I request Hon. Minister, as there is lot of Railways own land available at Bhusawal, DRM, to establish the manufacturing unit of Cold Storage Wagon Built up Factory at Bhusawal. This will facilitate the better, safest and fastest railway transportation of largest agricultural produce in this area such as banana at Raver-Jalgaon and grapes at close vicinity of Nasik.
12. To issue new licenese to registered coolies on the crowded stations as the number of coolies have reduced because some senior coolies have been promoted in Railway Service on Gang man post in the last Budget 2008-09.
13. To provide the Air Conditioned Cargo station at Savda and Raver (the largest growers and suppliers of banana in Jalgaon District of Maharashtra State in the Country) for faster transportation of highly perishable and the cheapest fruit, banana.
14. To consider the Helper-Vendor working for railway's canteen, having experience of 22-25 years and serving the passengers since long for Railway service regular recruitment under Group IV Category.
15. Extend the route of trains 12509/12510 Panchavati Express and 12117/12118 Manmad LTT Express upto Bhusaval Station. Please do the needful in the above matter and oblige.

[Translation]

* SHRI AVTAR SINGH BHADANA (Faridabad): I

support the Railway Budget. No compromise should be made with the security and protection of passengers in the Railway Budget. I am happy that you have appointed a security member and a Research Member in the Railway Board but no time limit has been fixed for the implementation of Kakodkar and Sam Pitroda Committees reports.

Govt. has tried to minimize accidents. A security fund has been created. In case of death or injury in any rail accident, equal compensation should be given to all affected people. I would like to say that internal resources are decreasing day by day in Railway budget. The allocation of fund is necessary. If you look at the financial condition of the Railway you will find that it is going from bad to worst. Now question is that after the new recruitment of 1.5 lakhs persons in railway it will also affect the economic condition of Indian railway. When we have to spend more on railway security from where this amount will come. It is a serious question as to how the Railway would complete its all projects.

Non-plan expenditure and establishment expenditure should be reduced. In our country no one can be appointed without having requisite qualification and interview in Government sector and you cannot make any change in the projects approved by Parliament. As per the Act passed by the Parliament three per cent recruitment of handicapped persons should be made. I hope the hon. Minister would pay attention towards it.

I thank UPA Govt. that no hike in passenger fare was made since 2004. Now it has been increased. UPA Govt. has constructed more railway line than NDA Govt. Increase in fare is not so encouraging. There is need to pay more attention on other sectors and passenger amenities also. There is need to improve the security measures at Railway Stations.

We travel in sleeper or general compartment. The condition of general compartment is pitiable. Poor women girls, children and workers put their life in danger while travelling in general compartments. Reserve compartment should not be more than 50 per cent and 50 per cent compartment should be unreserve so that general public may also travel comfortably in the train. In addition to that special trains should be run for boys and girls going for railway recruitment examinations and proper arrangement for their stay and food should be made.

I also would like to say that in view of the welfare of farmers, a train should be run in which Agriculture Scientists

may travel from one place to another to make the farmers aware of about bio farming and they may tell them about the old/new technology of agriculture. The Government should provide concessional passes to the farmers so that they may go to other states to see the improved farming.

The Government has brought Public Private Partnership scheme which is good thing because railway development cannot take place without the partnership of private sector. The conditions of Railway stations in National Capital region is very bad. Toilets in trains are very dirty. In this regard the scheme announced by the then Railway Minister was not implemented. Steps should be taken for the maintenance of railway stations.

In many parts of the country rail tracks are in dilapidated condition and they should be replaced by new tracks. Railway land in many parts of the country has been encroached upon and jhuggies are cropping up along the railway tracks. It looks very bad. The railway land should be allotted to farmers or to Horticulture department for land beautification. You can construct shopping mall or Restaurants on that land. It will provide a big bazar to Railway Department. Frequencies and speed of trains should be increased and punctuality of trains should be observed.

In NCR, Faridabad is my Parliamentary Constituency and it is surrounded by four states. Trains from all sides are coming to Faridabad. Therefore, I would request that the work of beautification and cleanliness should be carried out along Delhi-Faridabad railway line and high quality of local train facility should be provided on this line.

I would like to say that lakhs of daily passengers up-down from Delhi and NCR and they face a lot of problems and many passengers become victims of accident.

Thus, for this problem I would request the hon. Minister that Hodal in Palwal district in my constituency, should be made a junction or it should be extended upto Kosi of Mathura district or a new shuttle may be provided on this route so that cases of accidents may be minimise and passengers may travel safely. I have made such request earlier also.

Mewat is a very poor and backward area of my constituency. 90 per cent of population of this area belongs to minority. Railway is a best medium to connect this backward area and people with the development of the country. A survey of Palwal to Mewat railway line has been completed but no provision has been made in the budget. Some budgetary provisions should also be made

for this line in this budget. I have been demanding for the last 25 years a railway line from Palwal to Alwar via Mewat. In every budget assurance is given to me but this time also I have been disappointed again. I would request to make provision for this line in the Budget.

SHRI HARISHCHANDRA CHAVAN (Dindori): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to place my demands before the House.

Sir, proposed two new rail routes Manmad-Malegaon-Dhulia-Shirpur-Nardana and Nasik-Pune are pending for several years. For this purpose Government of Maharashtra has also decided to provide 50 per cent of the sums required. But work relating to these routes has not commenced so far. I request the Government through this House that sanctions relating to these routes may be issued at the earliest.

Mr. Chairman, Sir, my second demand is that banana is cultivated in plenty at Jalgaon in Maharashtra. A Horticulture Express has been introduced from there. My constituency is Dindori of Nasik in Maharashtra. Here mostly grapes, onion and vegetables are produced. It has been my demand for several years that at Horticulture Express is introduced from Nasik. This is a very important demand of mine.

Mumbai Rajdhani and August Kranti Rajdhani run from Western Railway. I have been demanding for the last eight years at train of this status passing through C.S.T., Nasik Road, Bhusawal, Indore be introduced by rail authorities. This will benefit the people of these areas a lot.

One Manmad-Pune train is there. This is not a superfast train. I demand that a stoppage of this train is provided at Lasalgaon and Nifad in Nasik. This is also a demand of Railway Council and Railway Organisation over there. This demand should be fulfilled.

Kamayani Express runs from Varanasi to Lokmanya Tilak Terminal. I demand stoppage of this train at Naandgaon, Lasalgaon and Nifad stations. In the last budget when Mamta Didi was minister of Railways, she declared that a Rajyarani Express will be introduced. I thank railway administration as that Rajyarani Express has been introduced a month ago from Manmad. This train should start from Naandgaon. In that Budget, a train named Kusumagraj Express from Nasik was also declared being the birth place of Jananpeeth Award winner Kusumagraj of Nasik. This Kusumagraj Express needs to be introduced from there. This is also one of my demands.

There is a train from Haridwar to Mumbai. But this train runs twice a week. Now 'Kumbh Mela' at Nasik is going to be celebrated in the year 2014. I demand that this train should run daily. ... (Interruptions)

I also have one more very important demand. One has to wait for a long time as there are no flyovers at Lasalgaon in Nasik, Kotamgaon in Yevla Tehsil and at Bhagur in Nasik itself. Therefore, there is a need of flyovers at these places. It was declared in the last budget that Nasik Road will be made as Model Station. I demand that Nasik Road and Manmad Railway Stations should be made as Modal Railway stations.

SHRI AJAY KUMAR (Jamshedpur): Mr. Chairman, Sir, first of all I would like to thank you for giving me an opportunity to speak on the Railway Budget of 2012-13. All the Members of Jharkhand have earlier discussed this matter and have pointed out that in own area, particularly in Jharkhand area, there are a number of goods train but there is no facility of passenger trains. If you stand at Tatanagar Railway Station you will find that there is only one passenger train while 20-22 goods trains are running.

Mr. Chairman, Sir, I would like to draw the attention of Hon'ble Minister through you that we are transporting in the State like Jharkhand, a lot of material through goods trains. Please increase the number of passenger trains there. Here, I would like to mention six-seven points. First, there is Rupsa Buramara rail line which goes upto Chhakulia. It has appeared in the Survey of this year. Therefore, we request the Hon'ble Minister if this line is constructed then our area, Jharkhand to Odisha will be well connected.

Mr. Chairman, Sir, there are a number of problems of Jamshedpur. The biggest demand for the last 25-30 years is of an over-bridge there. You can well imagine the presence of a railway crossing in mid of Pragati Maidan keeping in view the population of Jamshedpur city which is about 20 lakh. Nearly 30-40 trains pass through this area. There traffic remain jam for nearly 8-9 hours. You can understand it as Jamshedpur is an economic capital of Jharkhand. There people have to face traffic jam for 8-9 hours, as the railway crossing is in between the city. That is why all Members from east are requesting the Minister of Railways. Therefore, I would request you that at least this time this work should be done. Not much money will be spent on this. The second point is that there is a railway line from Ranchi to Jamshedpur. This line goes via Moorie. If you are to go to Chandigarh from Delhi and you are taken there via Jaipur or Kanpur, you can

understand the inconvenience. The journey by rail from Ranchi to Jamshedpur takes about seven to seven and a half hour.

While this rail journey should complete in just one and a half or two hours. The third point is that people from all the States of India viz Bihar, Southern India and other places visit Jamshedpur and its surrounding areas. There has been a demand of three-four trains for several years. One is Tatanagar to Bhagalpur. We have requested. The Minister of Railways that the train going from Ranchi to Bhagalpur should atleast be diverted if no new train is possible from Tatanagar to Bhagalpur. But so far no reply has been received in this regard. Second is Tatanagar to Jainagar as a number of people from Mithlanchal visit Jamshedpur. A struggle in this regard has been going on for several years. Fourth is Tatanagar to Amritsar. There is a train named Jaliyanwala Bagh. This runs twice a week. In Jamshedpur a large number of people from Sikh Community live in. It will benefit a lot if its frequency is increased. There is another train from Jamshedpur to Jaipur as many people of Rajasthan live in Jamshedpur. There nearly two-three lakh population come from Rajasthan. Everytime we for reducing the rail fare in this Budget. Whenever we visit on constituency and ask a poor about increasing rail fare then they always say that this should not be increased. But when we tell them that a little fare can be increased if rail facility is extended. Then every people say that a little fare can be increased. This is not a question of rail fare but it is a problem of non-availability of rail facilities. We shall be grateful if rail facilities in backward areas, particularly in Jharkhand are provided in a well planned manner.

[*English*]

MR. CHAIRMAN: Shri Ajay Kumar, I suppose, originally you belong to Karnataka and you must have friendship with Shri Muniyappa.

[*Translation*]

DR. PADAMASINHA BAJIRAO PATIL (Osmanabad): Mr. Chairman Sir, I am thankful to you for providing me an opportunity. A Rail line for Sholapur, Tulajapur, Usmanabad, Jalgaon in Maharashtra is being demanded for many years. A survey was also carried out for this line. We hope that some budget provisions will be made for this line in this budget, but it has not been done.

Mr. Chairman, Sir, through you, I request Shri Muniyappaji State Railway Minister that some provision

may please be made for this line at least in the supplementary budget. National Highway number 211 crosses rail line near Yideshi Railway Station on Latur-Mumbai Railway line. Similarly National Highway number 151 crosses rail line near Barshi railway station on this line. The work of construction of over bridges on both these places is going on but its pace is very slow. This work has been going on for the last three years. There is almost no maintenance of byepasses on both these places. I, therefore, request that the funds required for the construction of both Railway overbridges may please be provided and the work on them may be completed at the earliest.

Osmanabad Railway station is on Latur-Mumbai rail line. Usmanabad is not only a station but is also Osmanabad district headquarters. There is a large movement of passengers on this station and if some of them need to go from one platform to another, they have to first step down from the one platform on the rail line and after crossing that rail line they have to step up on the other platform and both these platform are on sufficient height. The senior citizens, women and children have to face a great trouble on first stepping down and then stepping up the platforms. At times even accidents have taken place, some people have suffered fractures. I, therefore, request that the construction work of Foot Over bridge may be completed at the earliest. When we pursued this matter with railway officers then they said that the construction work of both the overbridges will be completed by March. But there is no such movement there. I request Railway Minister of State in the Ministry of Railways that the construction work of both these over bridges may be completed at the earliest.

There are only 18 coaches in the train no. 12528 Up Latur-Mumbai train. When this train reaches Latur there is a great rush of passengers on this station and this train gets fully packed and when it reaches Osmanabad there is no room in the train for the passengers. There are always a large number of passengers at this station waiting for this train, but at times it happens that passengers inside the coach lock the coach from inside because of no room in the coach. The passengers of Osmanabad could not undertake journey despite having valid tickets for the journey. I request that this train has 18 boggies attached to it but instead of 18 coaches 21 coaches may be attached to the train and one coach may please be reserved for the Osmanabad passengers.

Another request is that train number 11403 and

11404 Kohlapur-Nagpur Express runs once in a week and similarly train number 17013, 17014 Pune-Hyderabad runs twice a week. I request the Minister of State in the Ministry of railways that both these trains should be run daily.

With these words I conclude and express my gratitude towards you.

* SHRI VISHWA MOHAN KUMAR (Supaul): This budget is totally hopeless and disappointing. Step-motherly treatment has been done with Bihar and no attention has been given to Mithlanchal. No new project has been launched after the tenure of government of NDA. Even the old projects are lying incomplete because of not making any provisions of funds for them. It is unfortunate.

My parliamentary constituency Supaul is situated at the foothills of Nepal. In this area Railway deptt has not done any work. At other places railways has done a lot of development work. In this very context I draw your kind attention towards the important problems of my area and also request that these works may be completed soon. The problems are:

1. The construction work on Railway overbridge on Kosi river is going on a very slow pace. There is a need to accelerate it and also there is a need that the balance amount of Rs. 62 crore of the total amount allotted for this project may be provided soon.
2. The work of gauge conversion of Saharsa-Farbisganj has not been started so far despite sanctioning a fund of Rs. 354 crore by the Ministry of Defence and transferring it to the Ministry of Railways. This line had got damaged due to floods in the year 2008. In this budget funds have been sanctioned only for Saharsa to Saraigarh but adequate funds have not been given so far.
3. Surveys have been done several times of Supol-Arariya and Madhepura-Singheshwar lines. There is an urgent need to provide funds for it from the Budget and complete the work on priority basis.
4. Please arrange to provide halt of train no. 52321 at Chhattarpur between Saharsa-Farbisganj. This train passes Chhattarpur at 4.00 AM after starting from Forbisganj. This is a main demand in public interest.
5. There is a need to develop Supaul Railway Station as a Model Railway Station.

*Speech was laid on the Table.

6. There is a great need to reopen UTS counter at Radhopur which is lying closed.
7. There is a need to construct overbridge at Dhala on Radhopur railway station on Dhalon-Lohianagar Gumati in the north of Supol and also a railway overbridge on Dharvatia Railway Station. These are already approved.
8. There is a need to extend Foot Over bridge constructed on Supol Railway Station upto Paschim Dhalan so that the passengers going from the west could get facility. The foot overbridge is lying almost unused because of non-construction of this.
9. There is a need to attach extra AC coaches with Kosi Express and in addition to it, there is also a need to strengthen the security arrangement in this train because a number of Hon. Members of Parliament and MLAs undertake journey through this train. They feel unsecured while travelling with their families because of general passengers travelling by this train.
10. The rest house which was constructed in the past at Nirmali Station has been closed down. There is a need to reopen this rest house and also there is a need to provide drinking water and toilet facilities. Similarly, there is also a need to provide such facilities on other stations on the routes of Nirmali Radhopur and Supol Radhopur.
11. There is a need to run Rajya Rani Express during the night time as night service which is presently being run during the day time.
12. There is a need to run Super fast trains from Saharsa to Patna and Saharsa to Delhi, Mumbai, Kolkata
13. The people are demanding to change the name of Chhatrapur halt to Bhimpur halt falling on the Saharsa-Farbisganj Railway line. Therefore action may be taken in this regard at the earliest.
14. All the unmanned railway crossings in my constituency including Nirmali need to be converted into manned railway crossings, and Behli unmanned railway crossing is need to be converted into manned railway crossing immediately.
15. The bridge on Kosi Project dam on river Balan falling between Nirmali Railway Station and Ghoghdiha is at a distance of 100 meters. The Kosi project officers have made a proposal to railway

officers for building a bridge as higher as the bridge of Kosi project. There is a need to provide funds in the next budget for its construction.

16. The electric wires at the crossing of Tharvatia Block need quarters road and the station road need to be shifted otherside.

Therefore, all the aforesaid problems need to be addressed in public interest. These problems may please be solved at the earliest on priority basis.

[English]

SHRI K. BAPIRAJU (Narsapuram): Sir, I may be permitted to speak from here.

MR. CHAIRMAN: Yes.

SHRI K. BAPIRAJU: I feel very happy to support the Railway Budget. It is a unique Railway Budget. As per the recommendation of the Acworth Committee, Railway finances were separated from the General finances right from 1924-25. Since then it has been separated successfully. Our parliamentary democracy is highly respected for the system which is going on for all these decades.

Looking at the gigantic size of the Railways we feel very happy. We sometimes feel that earth is little smaller than our railway network which is spread over 80,000 route km. of the length and breadth of the country whereas the circumference of the earth at the Equator is 40,000 km. So, we have railway network which is double the size of the circumference of the earth at the Equator. We have about 7,133 railway stations spread all over the country. As per the official figure of 2010-11, Railways have carried about 7,651 million passengers throughout the country. Now, they are crossing almost 8 million people. We are happy that they are carrying such a large number of people.

Sir, the Indian Railways represents secularism. It carries people throughout the country. It does not confine to any region, religion, community and everybody can travel comfortably. It is a base for secularism.

We are so proud of Railway Board. There is hardly any allegation against the Railway Board. Nowadays, there are so many allegations against different departments. But having about two and half lakhs wagons and above 45000 passengers on its network, Railway Board carries them in a good manner.

MR. CHAIRMAN: You seem to be an encyclopedia of Railways.

SHRI K. BAPIRAJU: I am not much educated. I am only PUC failed candidate. I beg and borrow from different places. I am a very simple man. I have 34 years experience in politics. I got elected in 1978 first. I represented five times as MLA, three times as a Minister and two times as MP. I also represented as MLC. I am too simple. You are so kind to give me this time.

MR. CHAIRMAN: Please, you address the Chair.

SHRI K. BAPIRAJU: He is saying that I should talk about my constituency; otherwise I will lose my time. I would like to request that also give me two more minutes to cover my constituency.

I would like to say that considering the length and breadth of the Railways network, they have full talent with dedication but unfortunately they have no finance. It is a big bottleneck for Railways. We should make use of this talent of Railway Board. Being in the Standing Committee on Railways, I always believe in giving more funds from the Government side to them. We always think of increasing fare.

I would like to tell you one practical thing that no man in India, even a down-trodden people would not mind an increase in fares. Everybody is cautious about time. If you are going to give him less fare in an ordinary passenger train, then also he is not prepared to go in it. He wants to go in express train, he wants to reach early, he wants to finish work early and he wants to earn more. It is the tendency of the people. They are not bothered about fares. I think Indian Railways is misleading the people.

He wants that station and trains must be cleaned. There must be clean water in trains. These are the simple things, which he expects from Railways. Let the PPP go ahead with regard to the railway stations. There should be timely cleaning of trains. It should be whether at the starting point or ending point. It should be in the morning or evening. But it is not there. There should be an emergency phone in the trains. Anybody can hurt in the trains. During emergency, there should be a facility for helping the passengers in time. Trains should be maintained on minute to minute basis. If you want to pose a good image, then these are the things that you have to observe. These are small things.

Now, I would like to say something about my constituency. I think Shri K.H. Muniyappa is the first Minister who has coordinated with the State Governments. He had words with the State Governments and had successful in getting 50 per cent share of the contributions from the

State. It was that system that he has come. He started this with Karnataka. He came to Andhra Pradesh also. We are taking advantage of it. We do not expect anything without money. So, our Chief Minister was kind enough. The former Minister was also kind enough to spend his time and initiate certain things. Of course, we expected more as our expectations are always more. To a certain extent, they have fulfilled our expectations. I think the new Minister, Mr. Mukul Roy, will be pleaded again by you so that we could be benefited.

I would fail in my duty if I do not thank Kumari Mamata Banerjee. I requested her for the doubling and electrification of 220 kilometres from Vijayawada to Nidadavolu. I said to her that I am not challenging you, Madam, but I want this work to be sanctioned and if it is not sanctioned during my tenure, I am not going to contest the next elections. I would not seek Congress seat next time. I am not challenging anybody but I would give opportunity to some other young person. If I am not in position to help people, I do not want to waste my time here. I am a sportsman. I was an athlete, a swimmer and a shooter. I got more than 500 certificates in my life. That is why, I am always sportive. If somebody wants to make me cry, his life will become miserable because he will not be able to do that. I do have so many personal problems but I keep them to myself. Therefore, I told the hon. Minister to take care of all these things.

An RoB was started in my area 10 years ago. The Member (Engineering), Mr. Mishra, was so kind to initiate it. I was told that it will be inaugurated by August and I thank you for that. I requested for one small RUB which may cost only Rs. 1.5 crore. One GM and myself went to that spot. We assured the people that it will be done. In the meantime, two GMs changed and now a third person has come but he did not initiate this work. Now, what will be the image of you and me? It is not fair. When you come and see something, you should respond to it so that we could have some image in the society. I would again request you to kindly do that.

Then, you have given us Lokmanya Tilak Express which goes from Vizag to Mumbai. Another train called Sheshadri Express which goes to Bangalore is there. It has been diverted via Bhimavaram. You are going to start a new train from Kakinada to Secunderabad. I would request that it may also be diverted via Bhimavaram. These are some of the small requests which I would like to make.

I thank Mamataji for sanctioning this project of doubling and electrification of 220 kilometres. I think the

Railways is calling the tenders in April for this project costing Rs.1000 crore. I do not want it to be delayed as it would burden my State Government in a big way if there is cost escalation. The Kotipalli-Narsapuram line is also sanctioned. I thank you for that.

MR. CHAIRMAN: Bapirajuji, you are enlightening the House very beautifully but we have paucity of time. So, I would request you to conclude.

SHRI K. BAPIRAJU: Sir, you are a good human being and I respect you. Therefore, I conclude now.

SHRI KABINDRA PURKAYASTHA (Silchar): I am thankful to you for giving me this opportunity to place my views and grievances on the Railway Budget presented by the hon. Railway Minister on 14th March. I know there is time constraint and that is why, I want to start from my area first. I come from the North-East. While presenting the Budget, the Railway Minister admitted that Kashmir and North-Eastern Region are very backward areas and due to this reason, several projects have been sanctioned in Kashmir. In that respect, we are not happy. There is a mention of several projects in different States of the North-Eastern Region. But all these projects started earlier and they are going to be completed either in 2011-12 or 2012-13. There is only one intercity train connecting Tezpur and one more train. These are the two trains which have been brought. No other project has been taken up. As per the list, one new line/project has been sent to the Planning Commission, that is, Dullabchhera-Cheragi and Baraigram-Dullabchhera. These are the new projects. In this respect, the North-East is not happy.

I want to know the fate of the national projects. We know that national projects are declared when it becomes very important and benefits are gained. Accordingly, several projects have been declared as national projects in the North-East. But we find no difference between national projects and general projects.

I would like to mention regarding one project which is so important and perhaps thinking of the importance of this project, hon. Prime Minister, in 2004, declared this project as a national project. This is a railway line from Lumding to Silchar. I take the name of Lumding to Silchar. Though it is in the Southern Assam, it is so important because it is the connecting line of Tripura, Mizoram and Manipur. So long as this line will not get completed, virtually trains running in this area are impossible and they cannot run.

The foundation stone for gauge conversion was laid

by the then Prime Minister, Shri H.D. Deve Gowda in 1997 and it was to be completed in 2007.

Now, it is 2012. As per the report, it is said that uptil now, only 60 per cent of the work has been completed.

You will be astonished to know one thing. I met the Chairman of the Railway Board about a few weeks ago and I talked with him about this project. At that time also, he assured me that this will be completed by October, 2013. But when RTI is filed and reply comes, I find that the reply is otherwise. So, it is very mysterious. I met the previous Railway Minister, hon. Mamata Banerjee several times in this regard. I also met Shri Dinesh Trivedi and also the Chairman, Railway Board. All of them assured me that this will be completed by the end of 2013 and it will be commissioned in 2014. But uptil now, the situation is not favourable. In this condition, it is said that there are actually hurdles. What are the hurdles? Transport lobby is one hurdle. The transport lobby is very much interested in delaying the project because of their own business interests. The second hurdle is the lack of coordination between the State and the Centre. When we raise this point about the projects with the Departmental authorities, they say that there is no coordination between the State and the Centre. But my question is: When it is declared as a national project, is it not the responsibility of the Central Government to see that there should not any obstacle in completing the projects? So, this has to be ensured in all cases.

I want that this project should be completed when a word is already given that this would be completed by October, 2013. I want to mention other things also. One issue is regarding the meter gauge lines. The conditions of the rails are so bad that the trains cannot properly run. There is no security; there is no electricity; and other facilities are also lacking.

The then Minister of Railways, Kumari Mamata Banerjee declared that there would be a railway medical college in the Assam University in my place. That is also hanging fire. We do not know what is its fate. It is a matter of joy for us that it has been decided that there would be a railway line from Agartala to Kolkata via Akhaura. But there is no scope for Assam. From Assam there should be scope so that we can go to Kolkata via Bangladesh easily.

All these things should be taken into consideration. Again I demand that the broadgauge conversion between Lumding and Silchar should be completed as assured by the railway authorities. Finally, I would like to make a request that Silchar railway station be named as Bhasha

Shahid Station as a mark of respect to the eleven martyrs.

*SHRI BALIRAM JADHAV (Palghar): Mr. Chairman Sir, I and my party Bahujan Vikas Aghadi are thankful to you for giving me an opportunity for speaking on Railway Budget for 2012-13. I thank Hon. Minister for presenting the Railway Budget. In his first budget, Hon. Minister has showed keen interest in giving amenities to the passengers. We are only expecting from Hon. Minister that he will reduce the travel time of long distance trains. Passengers should be able to travel long distance in lesser time. From this point of view, I appreciate starting of metro project for Mumbai. But it is necessary to start bullet trains like China and Japan for suburbs in Mumbai. Though many amenities have been provided to railway passengers, a lot needs to be done for them. Especially in Rajdhani, Shatabdi and Jan Shatabdi trains, catering and drinking water arrangements need to be improved. Serving of tea and snacks and water needs to be improved.

In my constituency Palghar, there are many stations where sanitation needs to be improved by Railway administration. Increasing the height of platforms, construction of overbridges and underbridges, construction of toilets on stations is very essential. Vasai-Diva route needs to be extended. Dahanu-Nashik line needs to be extended as it covers lot of adivasi population. We are continuously corresponding with Railway Ministry. But Railway administration is not seriously taking note of these demands. For Dahanu-Nashik railway line survey 58 crore of rupees were allocated in 2009. It is necessary to allocate funds for taking up further work on this line. Churchgate-Dahanu local train service should be started immediately. This is the need of the hour. I have submitted in writing many problems relating to railways being faced in my constituency. Four long distance trains should be provided stoppages at Palghar, Dahanu, Bhuisar, Virar and Vasai. 120 kms. of railway line of Western Railway passes through my constituency.

Though I have communicated various problems faced at railway stations to Railway administration and DRM, Western Railway, these problems have not been taken seriously. That is why I am thankful to you for giving me an opportunity to speak in Marathi on Railway administration.

I want to make one request. The revenue which Mumbai is contributing to the Centre, in return Mumbai, its suburbs and Maharashtra State are not getting revenue to

the same extent. That is why I request that Maharashtra, particularly my constituency Palghar, which is developing as another Mumbai, should be given best possible amenities and facilities by Railway administration.

16.45 hrs. (DR. GIRIJA VYAS in the chair)

SHRI BHARTRUHARI MAHTAB (Cuttack): Madam, Chairman, I should start with the local issues. Perhaps, this is the fourth time that I am raising this issue and the hon. Minister, Shri Muniyappa also is present here unlike his senior colleague, who was removed very abruptly.

I think Cuttack-Baranga doubling; I had raised this issue last time during the Supplementary Budget Discussion, which is going on since last 2003. Fifteen pairs of express trains bypass Cuttack city, out of them 12 pairs run once or twice a week whereas three other pairs ply regularly to Rourkela, Bolangir and Sambalpur. If these trains ply through Cuttack Station, commuters would not be penalized to travel another 30-40 kilometers back to Cuttack from Bhubaneswar or Khurda road to attend High Court and the premier Medical College and other educational institutions.

Cuttack-Barranga is hardly ten kilometers. I would request the Government especially the hon. Minister to enquire into the faulty construction of a bridge over river Kuakhai which met with an accident two years back. Was there a lack of proper vigilance by the officials which has led to this disruption of work? Nine numbers of trains are leaving from Bhubaneswar to Pune, Mumbai, Rameswaram, Puducherry, Prasanti Nilayam, Bangalore and Chennai. Both Cuttack and Bhubaneswar are supposed to be twin cities and there are ample provisions in Cuttack railway station where trains can come and make a turnaround. So, why not start these trains from Cuttack so that it will be helpful for the commuters who travel from Cuttack. Cuttack has five dedicated platforms. If one platform is for the goods traffic, I think the rest four platforms can be utilized.

Another point which I would like to make is this. Since last year, commuters are now traveling from Cuttack to Paradip Port by train. They are traveling from Bhubaneswar via Cuttack to Paradip covering around 130-140 kilometers. People love to travel by train, but there is a need to have a passenger halt. There is a Kathajodi halt which of course goes to Bhubaneswar, but there is a need to have a passenger halt on the Cuttack-Paradip line. I would suggest near the Gosala or near the Samrat Film Hall, a passenger halt can be erected to help the commuters.

*English Translation of the speech originally delivered in Marathi

Now, I come to the major issues which I think the Government especially the Ministry of Railways will look into. I would say that the Railways currently functions at a high operating ratio. About 95 per cent of its revenue is spent as operating expenses, leaving behind a meagre five per cent for future investments. An announcement has been made by the Rail Minister in this Budget that he would bring down the ratio by at least 10 points. To achieve this, in this Budget, the Government has earmarked Rs. 7.35 lakh crore in the Twelfth Plan. I wish the present Minister — with the able guidance by his other colleagues, especially Shri Muniappa — all good wishes and good luck in his endeavours. If you succeed in bringing down the operating ratio, it will undoubtedly be a huge improvement for the Indian Railways. This will also allow you to keep the promise of hiring an additional one lakh employees in the next financial year.

The Railways is already the country's biggest employer but new and extended operations across the board should create more employment opportunities. The Minister should spell out, while giving reply, his plans to modernise the Railway system which is the key.

Equally important, an upgradation of rail facilities will also make rail travel safer and quicker. Too many people have lost their lives in train accidents many of which have happened due to human negligence. Many could have been avoided with the use of better technology.

I appreciate the establishment of an independent Railway Authority that will review passenger safety. It is a step in the right direction. Accordingly, provisions should be made to fund such projects.

For the first time, Madam, the move to borrow from the market, the first for the Railways is likely to put it under pressure. Nowhere has it occurred earlier. This is the first time the Railways is going to borrow from the market.

Passenger fare has been increased. But more initiative and reform was required in the freight segment. There is huge volatility in the financial market. So, I am not sure if the Railways would be able to borrow Rs. 5000 crore from the market as has been envisaged in the Budget. Alternatively, the rail authorities should explore the Public-Private Partnership route more intensely. I would say this Budget is a missed opportunity as far as reforms are concerned. The Budget digs into recommendations made by various Committees including the one by the technocrat Sam Pitroda. The outlay has been raised to Rs. 60,000 crore while the investment plan for the Twelfth Plan has

been a quantum jump from Rs. 192,000 crore to Rs. 735,000 crore. But not enough attention has been devoted to freight earnings which contribute to the bulk of the Railways' earnings.

I am sure, the House is aware that the railway route length and rail density in Odisha is well below the national average and substantially lower than that in the neighbouring States. The originating gross earnings from various stations in the State of Odisha is estimated to be in excess of Rs. 7,500 crore during the year 2010-11.

There is a need to allocate a sizeable part for strengthening and expanding rail infrastructure. I think my friend Shri Bhakta Charan Dass is aware how much money is actually going to flow in this year. It is not even 10 per cent of the earnings that Odisha is going to give. ...(*Interruptions*)

MADAM CHAIRMAN: Thirty hon. Members have to speak. Please conclude.

SHRI BHARTRUHARI MAHTAB: I have two suggestions to make. The Eastern Dedicated Freight Corridor from Ludhiana to Dunkuni should be extended to Berhampur to ensure seamless movement of freight between parts of the vast Northern and Central hinterlands of the country.

Now, I have a suggestion to make. Odisha is developing dedicated sector specific industrial investment regions with a focused approach in provisioning industrial infrastructure in steel, aluminium, coal and petrochemicals. Odisha Government has proposed dedicated rail corridors in the Angul-Talcher coal belt and Bansapani-Nayagarh iron ore region. These are proposed to be co-habited by multiple users and developed through participate funding.

This is a public-private partnership instead of bringing money from the market, why not go for participating funding? The R2CI policy — Railways Policy for Connectivity to Coal and Iron Ore Mines — that is the policy the Railways have, requires to be modified to make it investor-friendly and financially sustainable one.

These are the two suggestions which I think the Minister should consider while replying.

[*Translation*]

* SHRI SOHAN POTTAI (Kanker): This rail budget is a popular one line every year. Many promises are made

*Speech was laid on the Table.

to the country but only a few are implemented, rest took years together for implementation.

The country lives in villages. If you talk about development than the villages are developed first. India got independence 64 years ago. Today most of the states are not connected with rail. Take an example of our Chhattisgarh state, which Baster Division is greater than Kerala State. There is only one rail route from Vizag to Kishantul that is for export of Beladia iron and passenger trains are being operated there.

No roads are there for travellers. This is being demanded the for the last many years. So, a train may be introduced from Jagdalpur to Durg via Odisha. A survey must be conducted for Raipur, Ghamari, Kanker, Banskot, Amrawati, Konda-gaon, Jagdalpur, Poudy railway line.

There is a saying that the blind person can not express the taste of sweetness untill he tastes 'Rabri'.

No doubt survey will be conducted, but it has not been mentioned how much funds were earmarked for this work. Chhattisgarh has been allotted nine projects, but fast implementation is the need of the hour.

My demands are:

1. Raipur - Ghantari Banskot, Amravati, Kondagaon, Jagdalpur may be amended as Raipur-Ghantari-Kanker-Banskot, Amravati-Koudagaon Jagdalpur.
2. Bondi-Kanker be amended as Pandy-Kanker.
3. Need to lay railway track in Bhunupratappur station be added in the survey from Dalli Rajhara to Raoghat and Jagdalpur.
4. Dalli Durg has been extended upto Raipur. The name of this express train may be changed as Jandula Express.

* DR SANJAY JAISWAL (Paschim Champaran): I concern my heartiest congratulations to the new Railway Minister Shri Mukul Roy. None of my demand was fulfilled by the earlier Railway Minister. I request the hon. Railway Minister to include my undermentioned points in the railway budget:-

1. The Garib Rath train no. 12212-12213 running between Bapudham Motihari and Anand Vihar once a week may be turned into daily train.
2. A 2 AC coach may be attached in the Train No. 12557-12558 Sapta Kranti Express running between

Muzzaffarpur and Anand Vihar.

3. Bapudham-Porbandar Express train (19270-19271) which runs twice a week may be made operational on daily basis.
4. Muzaffarpur-Banda (19040-19041) which runs thrice a week via Betia may be made operational on daily basis.
5. The daily Satyagrah Express (15273-15274) runs between Raxol and Delhi need to be equipped with a pantry car and a 2 AC coach.
6. The Chouri-Chora Express (15003-15004) which is kept standing 17 hours at Gorakhpur, may be made operational on daily basis from Muzaffarpur via Betia.
7. The rake point of Railways at Betia (Bihar) city may be shifted to Kumarbag.
8. Need to construct a road over bridge at railway crossing in Betia (Bihar) Cantonment.
9. Raxol is situated on Indo-Nepal border, there is a need to construct a road over bridge to address the problem of jam.

* SHRI RAJENDRA AGRAWAL (Meerut): In western Uttar Pradesh, Meerut is the most important metropolis for many reasons, but Ministry of Railways have always neglected it. After many years, hon'ble minister has thought of it. Rajya Rani Express has been introduced between Meerut and Lucknow. Certain other kindness have also been shown for which I, on behalf of the people of entire area, express gratefulness to the hon'ble minister. Meerut is not only a divisional headquarter but also the centre of economic-social-industrial activities of western Uttar Pradesh but there is lack of infra structure, particularly rail facilities. Though, the ministry has given some attention towards it, but there is great need of development of rail structure for the progress of the entire area. The incomplete work of doubling and electrification of all the three rail routes of the area i.e. Delhi to Saharanpur via Meerut; Delhi to Moradabad, and Meerut to Khurja may be completed soon. To connect Meerut with dedicated freight corridor ministry has a plan to lay additional railway line between Meerut-Khurja which should be completed so that this area is connected with distant places of the country for goods movement. Sports items, Band items, handloom items and scissors are manufactured in and exported from

Meerut on a very high scale. It is very necessary to provide container depot in Meerut for the benefit of industry.

Thousands of people come from and go to Delhi from Meerut and Hapur for various works. Though, this area falls within National Capital Region, yet it is a very difficult for passengers to undertake the journey. In NCR Planning Board plan it was said that rapid rail transit system (PRTS) will be introduced i.e. high speed trains will be operated. Nothing has been done in this regard so far. My submission is that metro train service should be extended from Delhi to Meerut and Delhi to Hapur or some high speed train like metro should be introduced.

The erstwhile minister had announced three new rail routes in her rail budget for the year 2010. These were from Meerut to Hastinapur, Meerut to Panipat, and Daurala to Bijnore via Hastinapur. Two years have gone, but only Meerut-Hastinapur rail route plan has been submitted to the Planning Commission so far for evaluation.

Hastinapur is the world fame capital of Kuruvansh of Mahbharat era and Panipat is a prominent industrial centre. With a view to tourist and industrial development, I request for an early action regarding these three rail routes. Please start operation of trains on the following routes for the benefit of people and revenue increase:-

- A train should be introduced from Meerut to Virandawan via Hapur-Bulandshahar-Khurja.
- A new shuttle train should be introduced from Meerut to Delhi.
- A new shuttle train should be introduced from Delhi to Hapur.
- A new train should be introduced from Meerut to Howrah via Allahabad.
- A Pooja Special train (No.0517/0518) was started from Khatgodam to Delhi via Hapur, which has now been stopped. It should be started.

A train (No. 0483/0484) was started from Allahabad to Udampur via Khurja on two days in a week. It was very good train for passengers. This train may be restarted.

- The frequency of 12288 DDN KCVL Express, operating between Dehradun and Chennai, should be increased. At present this train runs in a week. It should be operated at least three a week.
- Additional coaches should be provided in the trains operating from Saharanpur to Delhi via Meerut (train

no. 54472) and Ambala to New Delhi (train No. 54540), seeing the increased number of passengers and travelling of passengers on roof of the trains.

- There were 23 coaches in the train operating from Bulandshahar to Tilak Bridge via Hapur-Delhi (train No. 54021/54022) which are now 16 coaches. The same should be restored to 23 coaches.
- On 12 February, 2004, the erstwhile Railway Minister, Shri Nitish Kumar had laid the foundation stone of double line railway bridge at Brijghat on Ganga at Delhi-Moradabad section. At that time, Shri Nitish Kumar had announced that a new shuttle train would be started from Delhi to Brijghat, the holy city. The introduction of shuttle train is still awaited by the people of the area. Therefore, a new shuttle train should be started from Garhmukteshwar to New Delhi via Hapur-Anand Vihar at an early date.
- A demand of providing a ticket window and reservation centre towards residential area at Meerut-Cantt station is lying pending for long time. The demand should be met at the earliest.
- People residing around Meerut-cantt Station have to go to ½-2 Km more while coming towards city. It is very necessary to provide an overbridge at the station, on which two-wheelers could also ply. The overbridge should be provided at the earliest.
- A ticket booking office should be opened on permanent basis towards Awas-Vikas colony at Hapur Junction station. Previously it was opened, but was shut after some time. Besides, an additional counter should be provided on permanent basis with the reservation window.
- The Railway Minister has announced to gradually do away with unmanned railway crossings. I welcome it. It is very necessary to provide an underground railwaybridge in front of village Panchi between telephone pole No. 72/1 and 72/2 at Meerut-Khurja railway line. Farmers in large number from near by villages cross railway line with their cattles and meet accidents everyday. Besides, a railway crossing should be provided near Tatina village between Meerut and Kharkhoda on Meerut-Khurja railway line.
- Hapur is an important city on Delhi-Lucknow rail route. Hapur is also the headquarter of newly created

district Panchsheel. After becoming district headquarter, it is natural that movement of people from here to various places has increased. It is, therefore very necessary to provide up and down stoppage of the following trains for the facility of the passengers:-

1. 15035/15036 Khathgodam-Anand Vihar Sampark Kranti Express
 2. 12391/12392 New Delhi-Patna Sharmjeevi Express
- Kharkhoda is a prominent town between Meerut and Hapur. To board the Sangam Express and Nauchandi Express, passengers from here have to reach railway station after crossing the entire Meerut City. My submission to Railway Minister is that a stoppage of Sangam Express and Nauchandi Express should be provided at Kharkhoda.
 - A railway halt near railway crossing poll no. C-37 on Hapur-Khurja rail line may be constructed to facilitate the Students of several schools and farmers in their movement. There schools are asking for the halt at this crossing since 1978.

At the end, I would like to bring the attention of the Railway Minister towards one more issue. A few years back, PCOs were allotted to the handicapped persons to enable them to earn their livelihood. Since the mobile phones have taken their place, these people have almost lost their income from the booting and it has become difficult for them to feed their family. My request to you is to kindly provide have other alternative option like catering etc. by railway to make them able to earn their livelihood on humanitarian ground.

I am fully confident that hon'ble railway Minister would definitely pay attention to my request and would open the way to the full development - of this area.

SHRI POONAM PRABHAKAR (Karimnagar): Madam Thank you for giving me an opportunity to speak on railway in this House. I am grateful to you for this. Railway is a lifeline which make it passenger reach to their destination irrespective of their caste and religion. But when it comes to the point of development, it seems that railways are not an national thinking platform or the state to which the railway minister belongs, got the most of the allocated budget. The House would agree with me that there should be some allocation of budget for railways. Even after 64 year of independence.

Some state is getting one thousand crore as railway budget allocation. If this has to be stopped, first of all some

rules should be framed for allocation of budget for railways, infrastructure of railways, development of railways etc. and hon'ble Minister should bring the rail budget with the focus as whole nation, not for one specific state, not with a political consideration but with the National consideration. There should be some credibility.

Our State Telangana is being neglected with respect of railway line. We are feeling difficulties in execution of the only new railway line announced after independence.

Out of 42 MPs, 30 were part of UPA Government even that the project were neglected, which is being criticised. I would like to cite one more example — foundation stone of a line from Karimnagar to Pedepalli Nizamabad railway station was laid by Hon'ble Narsimharao 18 years ago, but the work on same is still to be completed. Then how could there be credibility. We should think on it. I would request Shri Muniappa personally because you know that Telangana is a backward area and even after laying of foundation 18 years ago, the work has still not been completed. Then what is the credibility of railways? Rules should also be framed for allocation of funds and construction. A deviation of 10-20 per cent could be allowed an discretion of minister in power, but there is no rule at all, neither have they any frame for this. This is not nationalistic thought. This should never happen. We have to beg time and again for safety and modernization, for goods, rakes, fertilizers, cement - and the granite found in our districts.

17.00 hrs.

(SHRI SATPAL MAHARAJ in the Chair)

Sir, I would like to say that you should make provisions of racks according to demand and earning resources. There is no rail line from State headquarter to district headquarter.

We have requested many times. Last year it was said that a survey of Karimnagar Sikandarabad railway line would be conducted but not a penny was given for this neither this year nor last year. There is no credibility with regard to announcements made even in the House. I mean to say when we come here in the House after election and tell about the announcements made/ assurances given in the House to our people in the constituency, and later when we find that nothing has been done and when we fail to be elected next time, who is to be made responsible for it. Through you I would like to say to Hon'ble Minister that this becomes yours responsibility to get the new projects executed, new railway

lines constructed, and modernisation of railways for which we speak about in the House. The new trains which were announced to be started last year budget have just been introduced a week ahead of this budget session. I would like to thank our ex-railway Minister and the new railway Minister and to Sh. Munniappa for the new rail from my district Karimnagar - Tirupati via Pitibilli having been sanctioned. Please introduce the new train with the promise to do the same within a month. Very soon the summer and the summer vacations would commence. Please do facilitate them.

Through you, Sir, I would like to put forth three - four points. Railways is a national property. We are not getting anything in railway despite our strength of 32 MPs in UPA Government We are annoyed on this count. Please do make a frame.

MR. CHAIRMAN: Please finish now.

SHRI POONAM PRABHAKAR: Sir, please give me one minute more. Earlier government used to give money for modernisation, safety and development - Please do make a policy. All district headquarters should have connectivity with State headquarter. The announcements made even 15 or 18 years ago, have not been come through may be executed. It is the responsibility of Railway Minister to make action plan to complete them. If a plan made 18 years ago is not completed, it raises questions about the credibility of railway. The trains announced for my constituency regarding Karim Nagar, Tirupati train be introduced within one month. What has been done this time, we will say nothing in that regard but in supplementary demands, we should necessarily do something for it. Even after a strength of 32 MPs from Telangana, it has been neglected. This is not good.

[English]

*SHRIMATI YASHODHARA RAJE SCINDIA (Gwalior): Thanks for the opportunity given to share my views on the Rail Budget, which has already made the political earthquake, even threatening the ruling coalition's survival at one point, since it was presented by the bold and "thinking" former Railway Minister Dinesh Trivedi last Wednesday.

A beginning was made with Mr. Trivedi initiating the long due step -hiking passenger fares. May be, he jumped the line set by his Party (TMC) to keep away from passenger fares for *aam admi*, but the bold step promises an instant increase of Rs. 7,000 crore in cash-crunched railway coffers. The initiative could have bridged the

Rs. 20,000 crore annual loss from passenger fare to some extent. The threat that Railways is on the brink of collapse could have been minimized by this modest beginning.

But that is a past now as politics has overwhelmed the realistic picture of Railways. To make it simpler and straight for my colleagues in this esteemed House as to what the future holds for Indian railways after the pressure of coalition politics has had its way. I would cite two pre-Rail Budget reports in Mail Today by Maneesh Pandey, which talk about what the Railways needs are and what it needs to do.

- (a) Rs. 7 lakh crore of investment in 12th Five Year Plan
- (b) The investment potential of Public Private Partnership (PPP) is 1.26 lakh core.
- (c) Railways have managed only Rs. 13,000 crore from three private investments
- (d) Railways need at least Rs. 1.25 lakh crore to finish its 129 key projects
- (e) With railways in an urgent need of overhaul, safety and modernization are top priorities and to make these real, Railways need a minimum investment of Rs. 10 lakh crore if we want our people to travel safe.

Like a true businessman which is what he is actually, the former rail minister has been pushing hard for safety and modernization, but for lack of bare minimum funds, he tried to enter the "no entry zone" — fare hike to begin the process at least. Not many know that railway lose most in passenger revenue, in running the unreserved passenger trains, sub-urban services and the 600 uneconomic lines it operates.

If we keep the fare hike aside and go to the other report of the same newspaper, it suggests at least 10 steps which Railways can initiate in which fare hike would not be an issue or compulsion. Some of these have been part of Trivedi's "path-breaking" Budget. These are:

- (1) A full-fledged logistics service to tap potential of warehouse business along the tracks
- (2) Utilise Real estate potential of the railways — construct freight terminals, container depots and budget hotels. I still have no clue what happened to the 44 budget hotel proposals initiated during Shri Lalujji's time. At a time where country is facing a severe rooms shortage, railways hotels would

have been the best bet offering lodging and connectivity from a single point.

- 3) Thrust of PPP – Rope in investors to realize the full potential of investment in railways in sectors like private terminals, wagon factories, high speed corridors, multi-functional complexes.
- 4) Stations developments – world over stations are becoming a hub of social activities and commercial spaces. We have no clue as what is happening to the World Class Station status for Delhi, Mumbai and 50 others.

Now the question is, will all these be a reality as promised in the railway budget speech of Mr. Trivedi, who even assured of getting Warren Buffet to invest in Indian railways.

There are some sectors in need of an urgent policy initiative. The freight business, the bread-and-butter of Indian railways is not as competitive as required. Getting the freight consignment from Australia to ports is cheaper than taking it to and fro from ports to plants in India. Freight is very costly and it is made to compensate for the Rs. 20,000 crore subsidy railways entails on passenger fares. But if we want to make freight business really remunerative for Indian railways, it needs to be trader-friendly with value added services and competitive pricing so that railways doesn't lose its business to roads. I am sure many would agree to this.

There are a whole range of untapped potentials in railway operations like parcel business and rail tourism sectors. I have been closely associated with culture and tourism and can say with conviction that railways need to venture into travel market in a more professional manner in sync with modern demands of travellers.

[Translation]

Now, I would make my points for strengthening train services in my parliamentary constituency.

Gwalior is a central point of northern and southern India and main trains of the country pass through this city everyday. Hundreds of domestic as well as foreign passengers travel from Gwalior to other destinations in the state and everywhere. Earlier, Gwalior railway station and its platform number 4 was proposed to be developed as a modal railway station. The modern amenities proposed to be provided under the rail scheme have not been provided so far. The hon. Minister of Railways in his speech has said that 100 railway station in the country would be

declared on this lines of airports. Gwalior should also be included under the said category of station circulating area of Gwalior station has not been developed so far. The development work on Birla Nagar station and Raiyarn station under North Central Railway have been stopped for the last 2-3 years in absence of budgetary allocations. A number of proposals relating to laying of new railway line have been pending for the last 62 years.

Madhya Pradesh is an important state from tourism aspect, therefore, emergency reservation quota is train passing through Gwalior should be increased. The constructional breakfast and meals for foreign tourists should be provided is Shatabdi Express, so that more number of foreign tourists are attracted.

In view of more frequency of trains a third line between Delhi-Mathura (Up track) and Bhopal-Bina (Down track) has been laid. But non-laying of third line between Bina-Jansi via Gwalior, upto Agra-Mathura comes great inconvenience. A third line was proposed to be laid between Bina-Mathura. But the work on this line has not yet been started causing great inconvenience to the passengers. I urge the government to start work on Bina-Mathura line at the earliest.

Gwalior is emerging a major city in the State from trade and educational point of view. But the work of converting Gwalior-Sheopur narrow gauge line into broad gauge has been pending for the last 8 years. The construction work of under bridge at Seminiya Tal Road station on Gwalior-Jhansi rail route and beyond Jail Road on Dabra Railway station should be completed urgently. Either the emergency quota in the trains going towards Delhi from Gwalior or towards Jhansi from Gwalior is very less or there is no quota in some of the train mentioned below, which should be increased.

1. 14211/12 New Delhi Agra Intercity Express should be provided halt at Gwalior railway station.
2. 12171/72 Lokmanya Tilak Express should be provided halt at Gwalior railway station.
3. 12641/42 Hazrat Nizamuddin - Kanyakumari Thirukkal Exp. should be provided halt at Gwalior railway station.
4. 12441/42 – Bilaspur-New Delhi Rajdhani Express should be provided halt at Gwalior railway station.
5. 13438 Sikandarabad Hazrat Nizamuddin Express should be provided halt at Gwalior railway station.

6. 12430 Bangalore-Hazrat Nizamuddin Rajdhani should be provided halt at Gwalior station.
7. Nizamuddin-Tirupati Express should be provided halt at Gwalior station.
8. Yashwantpur Sampark Kranti should be provided halt at Gwalior railway station.
9. Durg-Jammu Tavi Express should be provided halt at Gwalior railway station.
10. Khajuraho-Nizamuddin Link Express should provided halt at Gwalior railway station.
11. Lokmanya Tilak Terminus-Haridwar Exp. should be provided halt at Gwalior railway station.
12. The frequency of Muzzaffarpur Surat-Express should be increased to 3-4 days a week.
13. Nizamuddin-Chennai Express should run 3-4 days week.
14. 14211/12 Agra-New Delhi Intercity should start from Gwalior station.
15. 11109/11110 Lucknow-Jhansi Intercity should be extended upto Gwalior.
16. Dehradun Intercity and Indor-Amritsar Exp. should be provided stoppage at Mohana.
17. There is an urgent need for construction of foot-over-bridge at Shivpuri railway station on Gwalior-Guna rail route for facilitating movement of passengers between platform number 1 and 2.
18. In view of demand from the public EMU train should be introduced between Jhansi Agra Aligarh - Agra and Delhi-Agra.

Concluding my speech, I am doubtful whether fares would be rolled back or not. New Minister of Railway has taken oath of office. We have to wait to see, if the railways again goes into ICU? Will the new Minister of Railways has comage? Will the new Minister of Railways would adopt the vision and business model of pensions minister for carrying out grass-root changes in Railways.

[*English*]

You need the basic funds to pay for saff wages and fuel bills to run the operation of 19,000 trains, leave aside other dream projects. The fear among investors would surface again with no guarantee about returns assured, seeing the current financial health of railways.

I would conclude by saying that there is no magic wand to steer railways out of this bankruptcy, but it has to be realistic in making some bold and innovative moves. At least we can take the finer points of former rail minister's budget and try executing it, cutting across coalition pressure.

[*Translation*]

*SHRI SATPAL MAHARAJ (Garhwal): Indian Railways is the carrier of development of the country. The imagination of development of any region is incomplete without Railways.

Great scientist Jameswatt recognised the power of steam and invented Locomotive engine. Only an Iron Man can give such a good budget of (Lohpathgamini) Railways. I would call the Railway Minister Iron Man, who has given such a considered budget. Rail Budget 2012-13 is important not only from economic but social point of view also. The hon'ble Railway Minister has stressed the security, protection and modernisation of Railways which would bring Indian Railway Network at par with international railway network. This rail budget reflects the sentiments and aspirations of the people of India. Every section of society has been taken care of in the Rail budget and it has been prepared in such a manner that it is acceptable to everybody.

I am confident that the all round development of Railways will take place under the leadership of UPA President Smt. Sonia Gandhi, Prime Minister Dr. Manmohan Singh and Youth leader of country Sh. Rahul Gandhi and every citizen of the country will be benefitted. Under their competent leadership it will shine not only in India but foreign countries also.

I represent Uttarakhand State which has very difficult geographical conditions and it is very backward. The hon'ble Railway Minister has included Rishikesh-Doiwala and Tanakpur-Bageshwar line in 84 new projects sent for evaluation to the Planning Commission and Haldwani to Chorgalia and from Haldwani to Rithasahib has been included in list of survey of 111 new lines. I thank them for this.

Railway Minister has included Laksar-Haridwar line for doubling it at some places in the list of 23 new projects meant for doubling the rail lines. With the help of Uttarakhand Government Deoband (Muzzafarnagar-Roorkee) has been included in the list of 31 projects to be

*Speech was laid on the Table.

executed with the help of States. The frequency of Ajmer-Hardwar Express has been increased. I thank Railway Minister for running Howrah-Lalkuan Express via Mughalsarai Varanasi-Lucknow on weekly basis and extending Kathgodam-Delhi-Sarai Rohilla Express upto Jodhpur.

I would like to draw the attention of the hon'ble minister towards some more proposals.

- Ramnagar to Hardwar Link Express which was announced in the Rail Budget of 2011-12 should be started immediately.
- First and Third class AC coach be added in train no. 15013/14 from Delhi to Ramnagar so that passengers heading towards Kumaon and Garhwal from NCR are benefitted.
- AC Chair car coach be attached with Uttar Sampark Kranti Express (15035/36) which departs from Ramnagar in the morning and arrives Delhi in the noon and starts from Delhi in the noon and reaches Ramnagar in the evening. As it is a day train, there is no such need of AC 3 sleeper coach.
- There should be direct rail connectivity between Ram Nagar and Dehradun.
- There should be double line for Kotdwar. Double line should be provided between Haridwar and Dehradun also.
- There should be a tourism package between IRCTC and Uttarakhand Government.
- There is need to open more reservation centres for the benefit of tourists and the people of the state living in far flung areas. Tourists in large number come here through out the year.
- There should be a direct superfast train from Ramnagar, Kathgodam and Kotdwar to Mumbai.
- Railway should positively think about providing light food such as Daliya, Khichadi etc. for sick passengers.
- These day there are large number of Diabetic patients in the country. Railways should also think about providing sugarfree food to them.
- Ramnagar and Rishikesh railway stations are proposed to be developed as multi-functional stations. What is the propositional arrangement of Public-private partnership and information in this

regard may be made public. Steps should be taken immediately to develop these stations into multi-functional station.

- A direct train should be introduced from Guwahati to Haridwar. Many people of Uttrakhand are in the army. They have to face lot of difficulties when they come on leave as they are posted on border. Famous Kamakhya Devi temple is also situated in Guwahati. Uttrakhand is a land of gods (Devbhoomi) and has many places of pilgrimage. A train from Guwahati to Haridwar will be beneficial for the people of making pilgrimage.
- A freight traffic terminal may be developed in Kotdwar. Rishikesh and Ramnagar all the three cities are major cities of Uttrakhand from trade point of view.
- Najibabad Rail junction is gateway to Uttrakhand from where thousand of government employees of Uttar Pradesh, soldiers traders and other people daily travel. People have to face lot of difficulties as there is no stoppage of 12331-12332 Himgiri Express, 15653-15654 Amarnath Express, 15651-15652 Lohit Express at Najibabad.
- In the winter season due to heavy fog trains run 8-10 hours late. Arrangement should be made for food and milk for children even at small stations so that food and milk for children could be ensured in the event of trains running late.
- The proposed computerised Railway Reservation Centres may be opened immediately at Kedarnath, Gwaldam and Karnprayag.
- Efforts should be made to increase international rail connectivity. There should be rail link between Kolkata and Thailand via Myanmar Bangladesh which would result in increase in tourism and trade.
- A direct train may be introduced from Dehradun to Kanpur and the speed of trains going to Kanpur may be increased and AC-1 coach facility may also be provided in these trains.
- Railway should adopt PPP made to improve the quality of food in trains. Famous brands such as Haldiram and Bikaners should be associated with Railways.
- A train upto Taj Mahal should be introduced on the lines of Palace on Wheels. I would like to rather

suggest that a separate Rail Corridor should be constructed near Taj Mahal where passenger may have the facility to reach in the morning and leave that place by the evening. It will on the one hand increase the income of Railway and on the other encourage the tourism.

I had made a submission before the House when I was minister of State in the Ministry of Railways that we people initiated research for the construction of Biological toilets in the interest of the nation. When Railways will start to have such toilets then there will be no filth and dirt on the railway stations and dirt and filth will be contained in a tank which could be cleaned thorough vacuum system. If these biological toilets are constructed then there will be no dirt and filthiness on Rail tracks and on Railway stations and India will make progress and come at par with international level. The Government is collaborating with DRDO in this regard and it should accelerate pace of this work and introduce it soon in the Railways.

I would also like to suggest that Government should study the rail network of different countries and then introduce fast running trains in India. The fastest train runs in Japan which has speed of 581 KM per hour. Japan has developed this train on Magnetic Levitation Train system. China has also developed Bullet train which runs at the speed of 574.8 KM per hour It is running successfully.

I wish to thank UPA President Shrimati Sonia Gandhi, Prime Minister Dr. Manmohan Singh, Hon. Rail Minister Shri Dinesh Trivedi and Minister of State in the Ministry of Railways Shri K.H. Muniyappaji and Shri Bharat Singh Solanki for laying foundation stone of 125 KM long Rail line from Rishikesh to Karan Prayag. I request them to expedite the construction work of this rail line because this line is important from social, tourism and strategic points of view.

In the end I support the Rail Budget and thank the Government for presenting such a thoughtful and development oriented Budget 2012-2013.

* SHRI SANJAY DHOTRE (Akola): I regret to point out that this year's budget is a bundle of new projects like the budget of every year. And these new projects are never implemented timely. Madam, there are a number of important projects of national level which have been gathering just for many years in the offices of Railways. Many such projects have been passed by Cabinet

Committee on Economic Affairs and Several Others have been found profitable for Railways on the basis of Rate of Return to Railways.

One such project relating to my Constituency has been lying pending for many years. There was a proposal in the Railway Budget 2008-2009 to start the work of gauge conversion of Akola-Khandwa and Khandwa-Ratlam rail lines. But this work has not started on Akola-Khandwa rail line even today. However, this work is in progress on Khandwa-Ratlam rail line and it is likely to be completed next two years. But no provision has been made in the Budget for many years for Akola-Khandwa rail line.

This is an important rail line. Prior to independence there was metre gauge rail line from Ajmer to Kaachiguda. This line is the shortest route connecting South India with North India. Today it is the only route connecting South India with North India via Bhusawal and Nagpur.

If the gauge of this route is converted then it will be the shortest route connecting South India with North India. This project was also passed by Cabinet Committee on Economic Affairs and during survey by Railway its ROR was found to be 25 per cent. But this project surprisingly vanished away in subsequent railway budgets after finding once its reference in Railway Budget 2008-2009.

I request the Government that due attention may please be given to this project and it should be completed at the earliest. A special policy should be framed for such projects of national interest so that due priority could be given to such projects of national interest over the area specific projects. Besides this, I would like to draw the attention of Government to a British period rail line i.e. Yawatmal-Murteejapur-Achalpur on which Shakuntala Express runs. This is a narrow-gauge rail line and the contract for this rail line was given to a company named Linkinson which has expired three years ago. A demand for the gauge conversion of this rail line is being made for a long time. I request the Government that the gauge of Yawatmal-Murteejapur Achalpur to Baitul may be converted at the earliest.

In addition to these suggestions I wish to draw your attention towards the problems of daily passengers so that these could be solved.

Gondwana Express runs between Bhusawal and Delhi but the passengers of Bhusawal do not give preference to this train because another short route is available to them. The passengers of Akola, Amrawati and Yawatmal districts are maximum benefitted by this train.

But the passengers of Murteenagar do not get this facility because this train does not have a stoppage over there.

I request the Government to issue orders for providing stoppage to Gondwana Express and Tirupati Express at Murteenapur railway station. Similarly orders may please be issued for providing a stoppage of Nagpur-Pune Express at Murteenapur for the facility of the passengers. Train No. 17639 i.e. Kachiguda-Akola Intercity Express runs between Kachiguda and Akola. This train has no halt between Akola to Washim a distance of about 80 kilometers as a result of which passengers of many Tehsils have to face difficulty. If a halt of this train is provided at Javlooka between Akola and Washim then the passengers of 3-4 Tehsils of nearby areas will be benefited.

Besides this, there is a need to pay attention to other problems also such as extension of sheds of platforms of Akola and Murteenapur railway station, to run Amrawati-Surat Passenger on daily basis, to construct another overbridge at Akola Railway Station to facilitate the movement of passenger from one platform to another platform.

I request you that a new train Akola to New Delhi via Narkhed-Baitul-Itarasi be introduced so that people of these areas could get the facility of frequenting to Delhi.

Hon. Railway Minister has increased the rail fare of the passengers of all categories in this year's Budget. The rail fare had not been increased for many years and as a result of that the quality of eatables being served in the trains as also the quality of basic amenities have deteriorated. As such there is a need to pay attention to these things. The quality of eatables is deteriorating day by day. The level of filthiness in the trains is also increasing. I request the Government that better basic amenities be provided in the trains when the train fares have been increased.

With these words I oppose this Rail Budget strongly and conclude.

SHRI RAVINDRA KUMAR PANDEY (Giridih): Mr. Chairman, Sir, I come from Jharkhand which is a new State. The present Railway Budget mentions 6853 stations all over India. Nearly one crore thirty lakh people travel. It is unfortunate to mention that the condition of trains other than Rajdhani and Shatabdi is so poor that it is not even worth mentioning. One of the great pilgrimage place, Parsavnath of Jain Community is situated here. People call it Madhuban. I would like to thank Hon'ble Minister that new survey work will be undertaken as has been

mentioned in the booklet. At present the work of Giridih-Kodarma, Kodarma-Hazaribagh is pending for the last eight years. The work of these is going on slowly. I would urge that this work should be got completed at the earliest. I would also like to know by which time the survey work of Parsavnath via Madhuban-Giridih will be undertaken. There are three-Aadra, Dhanbad and Asansole Division (Mandal) in my Lok Sabha Constituency. Most revenue is earned from three circles. You will be surprised to know that the condition of stations here is very poor. A lot of announcements have been made that a number of trains will be introduced in our area. I demand that atleast one Janshatabdi train connecting two States, should be introduced from Asansole to Barkakhana. The condition of the station in this area should be improved. The Gomo Junction should be named after the name of Netaji Subhash Chandra Bose. The facilities which are not presently available should be made available. Chandrapura Station falls in Koylaanehal area. There is a power plant. There is BRL. Workers of Coal India live here. We have been regularly requesting the minister for providing a stoppage of trains at this station. The train may run late for 6 to 8 hours but the demand of providing a stoppage for two minutes by the Hon'ble Member is not acceded to. New Minister has come, the earlier Minister was also good. We hope much from the New Minister as he earlier also held this office. I request that at Netaji Subhash Junction train No. 12941, 12942 Asansole Ahmedabad Express and Howrah-Jodhpur Express No. 12307-12308 should be provided stoppage. Many brothers from minority community visit Ajmer by Train No. 12987/12988 Siladah-Ajmer Express but they face a lot of difficulty in the absence of stoppage of this train. My home station falls in Chandrapura Junction and we have to go to Dhanbad for boarding the train. Garibrath train comes from Chandrapura. A stoppage of this train may be provided at Chandrapura. The stoppage of Hatia Lokmanya Tilak Express should be provided at Parsavnath station which is the greatest pilgrimage place of Jain Community. A stoppage of Tata Amritsar, Jalianwala Bagh Express should be provided at Parsavnath. I urge to provide a stoppage of Ranehi-Alipurduar Express 15761/15762 at Chandrapura. A stoppage of Patna-Ranchi Janshatabdi Express at Chandrapura Junction may be provided. A stoppage of Howrah-Jabalpur Express may be provided at Phularitand station which is a heartplace of Koylaanchal. Besides this, a pantry car may be provided in it. This train connects three States but has no Pantry car. At present there is a Ramakunda Halt. We have been raising this issue for the last ten years. Ministry of Railways have been saying that we are short of money. We have

been telling that we are prepared to provide money from MPLAD, if needed but the construction work of that Halt should be taken up.

MR. CHAIRMAN: You please provide.

SHRI RAVINDRA KUMAR PANDEY: So that the people of rural areas are benefitted. Besides, Giridih which is district Headquarter, is an only station where a new train between Howrah and Giridih should be introduced. Alongwith this a train for Patna may also be introduced and rest I will tell personally.

Lastly, I would like to say that a direct long distance train upto New Delhi, Capital of India, should be made available from West Bengal Rampur Halt. The Down Vikramshila Express train should be extended upto West Bengal Rampur Station and the frequency of Down Ranchi-Kamakhya Express should also be made a daily one by increasing its frequency.

[*English*]

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY (Kokrajhar): Hon. Chairman, Sir, I am thankful to you for giving me an opportunity to participate in the debate and discussion on the Railway Budget for 2012-13. At the very outset, I heartily congratulate Shri Mukul Roy on his having been inducted as the new Railway Minister in the UPA-II and, at the same time, I wish him success in his all endeavours as the new Railway Minister of the country. While participating in the debate and discussion being held on the Railway Budget for 2012-13, I feel it quite necessary to keep on record my anguish and dissatisfaction over the discriminatory policy approach adopted by the immediate outgoing Railway Minister in relation to North-Eastern Region, particularly to my Bodoland Territory.

Hon. Chairman, Sir, according to my observation with regard to the new railway projects pertaining to the requirement of the construction of Railway infrastructure and introduction of new train services proposed in relation to North-Eastern region is concerned, the number of the projects and the introduction of new trains is quite negligible and discriminatory one compared to other regions across the whole country.

Kokrajhar is not only the Headquarters of Kokrajhar district which is the last border district of Assam adjacent to West Bengal border, but also it is the Headquarters of Bodoland Territorial Council, an autonomous tribal administrative unit within Assam. All the south and west bound trains pass through Kokrajhar Railway Station but

very unfortunately, except a few south and west bound trains like Rajdhani Express, Brahmaputra Mail, North-East Express, Kamrup Express, Bangalore Express, Trivandrum Express, Ernakulam Express, Avadh Assam Express, Guwahati-Chennai Express, Kanchenjunga Express, L.T.T. (Dadar) Express-15645 Up, other south-west bound important trains do not have stoppage at Kokrajhar Railway Station which has become a matter of serious concern and great regret for the three million Bodoland people. This matter of serious public importance has to be taken care of by the Ministry of Railways with great sincerity and positivity taking into account the aggrieved sentiments of the people of the concerned area.

I therefore, through you, Sir, would strongly urge upon the new Union Railway Minister to take appropriate steps to help provide for the following trains at Kokrajhar Railway Stations immediately. Saraighat Express, Bikaner Jodhpur Express, Yeshwant Express, Jammu Tawi Express, Capital Express, Jha Jha Express, Secunderabad Express, Poorvottor Sampark Kranti Express, Okha Express, Amritsar Express, Amarnath Express, Karmabhoomi Express, Guwahati-Puri Express and L.T.T. (Dadar) Express -15647 UP.

Apart from Kokrajhar Railway Station, the following trains should also be allowed to be stopped at different railway stations as mentioned herein below:

At Gossaigaon Hat Station: 5959 Up /5960 Down-Kamrup Express, 2515 Up -Trivandrum Express, 2345/2346- Saraighat Express, 5609 Up/5610 Down -Avadh Assam Express, 2505/2506 North East Express;

At Fakiragram Railway Station: 2515 Up- Trivandrum Express, 2505/2506 - North East Express, 2509 Up - Bangalore Express;

At Basugaon Railway Station: 4055 Down/4056 Up-Brahmaputra Mail, 2505/2506 - North East Express and 5959 Up/5960 Down - Kamrup Express, New Coochbehar-Kamakhya Inter-city Express, Dhubri-Kamakhya Inter-city Express.

MR. CHAIRMAN: Please conclude your speech now.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: Could I lay rest of my speech?

MR. CHAIRMAN: You have already spoken for more than five minutes.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY: I am coming from a very backward region 'Bodoland'. The

Government of India have always been showing discrimination against Bodoland people. I must have to get a chance to explain all the problems of my people. If I could not speak here, where should I speak? Should I speak in the sky?

MR. CHAIRMAN: Please conclude but be brief.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY:
At Bijni Railway Station: 2505/2506 - North East Express, 5959 Up/5960 Down-Kamrup Express, 2345/2346-Saraighat Express, 2509 Up -Bangalore Express and Amarnath Express;

At Barpeta Road Railway Station: 2505/2506 - North East Express, 5639 Up - Puri Express and 5651 Down/5652 Up-Lohit Express;

At Sarbhog Railway Station: 4055 Down/4056 Up - Brahmaputra Mail.

In addition to the aforementioned long pending demands, I also would like to request the Union Railway minister to take appropriate steps to fulfill the genuine demands and grievances at the earliest possible as highly solicited.

Here, I would like to mention, out of a good number of proposed trains to be introduced, only few trains have been mentioned for the North-Eastern Region. It is a great discrimination. How can we tolerate this?

[Translation]

MR. CHAIRMAN: You have spoken your point and now be brief.

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY:
The people of North-Eastern Region want to travel by train by purchasing a ticket from their pocket. Why do they not have this right? This is a matter of great shame. I demand that a new rail line from Rangia to Bhutan may be introduced.

[English]

Let there be a new railway line from Rangia Railway Junction to Sandrupjungkha (Bhutan). Let there be another railway line from Kokrajhar to Gelephu (Bhutan). Let there be another railway line from Fakiragram to Bhutan. Let there be introduction of a new super-fast train by the name Arunachal Bodoland Superfast Express from Murkongselek to New Delhi. ...*(Interruptions)*

MR. CHAIRMAN: Now, Shri Rakesh Sachan.

Nothing, will go on record except what Shri Rakesh Sachan says.

...*(Interruptions)**

SHRI SANSUMA KHUNGGUR BWISWMUTHIARY:
Sir, is it a justice? ...*(Interruptions)*

MR. CHAIRMAN: Please take your seat now.

*DR. MANDA JAGANNATH (Nagarkurnool): The Railway Budget presented by the Railway Minister of UPA-II Government for the year 2012-13 under the leadership of UPA Chairperson, Smt. Sonia Gandhi under the guidance of Prime Minister and Finance Minister is commendable. It has all the ingredients of development, welfare, aam admi oriented and a vision for the future.

The railway budget 2012-13 is development - oriented, safety-oriented, modernisation -oriented, welfare oriented and concerned with the well-being of the common man because the UPA Government while framing the Railway Budget had kept the common man in mind. The new approach conceived by the Railway Minister and UPA Government before framing the Railway Budget had consultation with the Chief Ministers of all State Governments, Members of Parliament of concerned States and Zones, intellectuals and all the stakeholders. This is a good gesture and a commendable act. This shows the commitment of UPA-II Government to democratic norms it adopts and values it attaches it to the all walks of society of this country.

The expert opinions, the Railways Minister has taken from Sam Pitroda on Modernisation and Mobilisation of Resources, keeping in view of the World Class technology and competing with the world class safety traveling facility to be provided to the passengers of Rail Travellers of India. I think the Sam Pitroda's rich experience and advice as a revolutionary change had taken place in the Department of Telecommunications. I have, no doubt, that the Railway Ministry will also achieve the same feat in the field of Modernisation, Resource Mobilisation and Safe Travel System.

Constitution of a Committee to examine the issue of Railway Safety keeping in view of the current standards of safety on Indian Railways possessed suitable benchmarks and safety protocol under the able leadership of Dr. Anil Kakodkar, who himself is an eminent scientist. As per the speech of the Railway Minister, it seems the Committee

* Not recorded.

* English translation of the speech originally laid on the Table in Telugu.

had already submitted its report on 17/2/2012 and recommended far reaching measures and safety protocols.

I request the Hon. Railway Minister and the UPA Government to take serious note of the suggestions and without compromising, take all the measures for the safety of the Railway passengers by implementing the good suggestion of Dr. Anil Kakodkar Committee.

I also congratulate the Railway Minister for proposing to constitute a Railway Safety Authority and Railway Research and Development Council to oversee the safety aspects of railway travel.

As per the expert group recommendations, in respect of modernization programme, with a mission mode, the proposal to appoint mission directors in each of the identified areas for a period of 3 years term to achieve the mission goal shows the commitment and concern of the UPA Government to the safe railway travel, particularly towards the poor, who choose travel by rail as the rail travel is the cheapest mode of transport at present.

The UPA Government's vision to build a New, Safe and Modern, Passenger and Freight Transportation System, which would contribute at least 2-2.5% to the GDP of the Nation as against the less than 1% at present and provide much needed employment opportunities to our people for choosing multi-pronged approach focusing on (i) Safety; (ii) Consolidation; (iii) Decongestion and Capacity Augmentation; (iv) Modernisation and (v) to bring down the operating ratio from 95% to 84.9% in 2012-13 and 74% in the terminal year of the 12th Plan, which would be an improvement over the best ever achievement by Indian Railways shows the fore vision of the UPA Government.

Any success of any institution or industry depends upon the basic strength of the infrastructure of the industry or institution. For a system like Railway, the basic strength is (i) Good track system; (ii) Solid, good and safe bridges; (iii) World class signaling and telecommunication system; (iv) Rolling Stock and (v) Good Stations and good and convenient freight terminals.

We must appreciate the Railway Minister and the UPA government under the leadership of Madam Sonia Gandhi for focusing more on above 5 subjects and I think these focused areas will achieve the goals though in a time bound programme.

Proposing to constitution of Logistics Corporation for development and management of existing Railway good

sheds and multi-model logistics parks to undertake and to upgrade of our good sheds with an aim to provide logistic solutions to the Rail users cutting on their operating costs, formation of Indian Railway Stations Development Corporation with an intention to develop the stations and maintain them on the pattern of airports is a well thought idea. But it should be sincerely implemented.

But, as many of the State Governments are financially weak and their annual plan budgets are barely sufficient to meet their local needs in laying the new lines, the cost sharing proposals, the public-private participation (PPP) are to be re-thought. Like airport and luxury buses, wherein the affluent passengers only travel, the rail travel is poor, aam aadmi's travel facility. More number of lines are in remote and backward areas, to cover by cost-sharing system or PPP will not move faster and the railway network spread and development will get a setback rather it will move at a snail's pace. I request the Railway Minister, the Finance Minister and the Prime Minister to have a second thought over the cost-sharing and PPP approach and the Government of India to bear the total cost of new projects, more so in the backward areas of the country and backward states.

One of the objectives of Railway Ministry is to lay new lines (i) socially desirable (ii) the backward region development. This concept is to be kept in mind. No PPP projects will come to socially desirable project and in the backward areas as these lines ROR will not be good and no private entrepreneur will prefer to take up these projects in the partnership. Hence, I request the Government of India, the Railway Ministry to not go forward with the idea of PPP or cost sharing with the State Governments as our experience shows that not many states have come forwarded for the cost sharing basis.

The doubling and electrification is given priority as per the Railway Minister's presentation. But there is not much pursuable achievements and only a marginal improvement has been given over previous years. But this year nearly Rs. 753 crores have been increased for doubling works which is very meager increase. For early completion of doubling works, more allocations have to be made so that the works will be completed in a time bound programme and the congestion on long and very important routes are reduced. In this regard, I request the Hon. Railway Minister to include Secunderabad-Dronachalam Section of South Central Railway Zone, which is an important South Zone route and number of trains are also being increased on this route to Bangalore, Chennai and

Goa. Hence, the doubling work has to be taken up immediately.

Electrification of 4500 kms. route is supposed to be completed in the 11th Plan. The proposals of electrification of 6500 kms. during the 12th Plan by net 2000 km. increase in the 12th plan is an ambitious plan. I congratulate the Minister as the electrification helps the trains to move faster and reduce the journey time and it helps the country from saving petroleum products consumption, which could be used for other purposes. It also reduces pollution. I request the Hon. Minister for Railway to take up the Secunderabad-Dronachalam Section for electrification.

Laying of new railway lines plays a vital role in the development of any part of the country and gives wide range connectivity to the remotest areas. More so, the country like India which is a fast developing country. Laying of new lines helps the in establishing new industries along the railway tracks, which would generate employment of various types, both skilled, semi-skilled and unskilled directly and lakhs of jobs indirectly. The new lines will provide accessibility to remote and backward areas, through which the mineral riches of the country, hilly and very remote areas, where minerals are available in plenty could be exploited for development of the country. Though 11 new line projects are supposed to be cleared by the Planning Commission, completion in 2012-13 years many lines throughout the country are still pending like one new line in my parliamentary constituency between Gadwal and Macherla of South Central Railway, whose survey is completed several times and pending since 30 years. It was upgraded and sent to the Railway Board. At present, the survey is pending with Railway Board. This line between Gadwal and Macherla passes through most backward districts of Telegana and also this will be a direct connecting link between Coastal Andhra, Telegana, Mumbai. I request the Hon. Railway Minister to get clearance from the Board immediately as it is already included under PPP list and Government of Andhra Pradesh has also agreed to bear its share and provide the land free of cost.

A new line between Vikarabad in Ranga Reddy District of Andhra Pradesh to Krishna Railway Station in Karnataka State in Raichur District, which has to be planned via Kondagal. This may be taken up immediately. I thank the Hon. Railway Minister for sanctioning Akkannapet-Medak, Bhadrachalam and Kovur new lines in 2012-13 budget and also for sanctioning MMTS Phase-II for Andhra Pradesh and proposing to set up SPV with

the Government of Andhra Pradesh for commercial management of MMTS.

In respect of railway based industries, though South Central Railway is providing high revenues to the Railways, not even a single railway based industry is sanctioned in the current budget of 2012-13. The earlier promised Wagon Factory at Kazipet is still pending. At Gadwal Railway Station of Secunderabad-Dronachalam Section of SCR, 100s of acres of vacant land of railways is lying unused. Some of railway based industries, if it is started here, will help the development of perennially drought prone Mehboobnagar District and also provide employment to the youth of Telengana.

The rise in the budget from Rs. 762 crores in 2011-12 budget to Rs. 1102 crores in 2012-13 budget and steps to escort the trains by RPF/GRP as a security measure and integrating with All India Passenger Helpline is greatly appreciated, and which will help in providing help immediately to the women and needy. This is a well thought and foresighted act.

Coming to my own state of Andhra Pradesh and South Central Railway Zone, great injustice had been meted out in clearing the projects and works and more so in the Telengana area. In the list of 31 projects being executed with the state cooperation, 5 projects from Andhra Pradesh is included in 2012-13 budget. But not even a single project is chosen from Telengana area. Laying of new line between Gadwal and Macherla in SCR in the PPP category is pending at Railway Board level. I request the Hon. Railway Minister to take up necessary steps to clear the project immediately, which is in Telengana area.

A new line between Hyderabad and Sreesailm, survey had been completed and sent to the Railway Board. I request the Railway Minister to clear this line as this line passes through naxal affected area of my constituency. Three out of 7 assembly segments of my parliamentary constituency i.e. Kalwakurthy, Achampet and Kollapour assembly segments. The Government is also giving more importance to development of such types of areas.

The MMTS which is terminating at Umdanagar Railway Station may be extended upto Mehboobnagar. Two new trains were proposed in the Railway Budget of 2011-12 i.e. one DEMU from Gadwal to Pandurangaswamy Temple and one MEMU from Kacheguda to Raichur via Gadwal after the completion of the railway line between Gadwal and Raichur. Though a new line between Gadwal and Raichur was planned to be opened for public by

March, 2011, it has not taken place and due to which the launching of DEMU and MEMU are delayed. I request the Hon. Railway Minister to take immediate necessary steps for the commissioning of Gadwal-Raichur new line and introduction of DEMU and MEMU at least upto the Pandurangaswamy Temple Railway Station, which is ready for commissioning and trial runs have also been completed on that part of Gadwal Raichur New Line.

For the works aspect the allocation of funds for ongoing works, new lines doubling and gauge conversion is very meager this time. The allocation got reduced by Rs. 100 crores this time. In the 2011-12 budget, allocation of Rs. 350 crores and in the budget 2012-13 it is not even Rs. 300 crores. The allocations made for new lines, ongoing works and gauge conversion shows great negligence on the part of the Railway Minister for the SCR Zone which is providing highest revenue to the Railways. I request the Hon. Railway Minister to double the allocations so that the works could be completed in time. Funds allocated for the Munirabad-Mehboobnagar are Rs. 20 crores and for the Gadwal-Raichur, it was only Rs. 2 crore. Allocations for Munirabad-Mehboobnagar may be increased to Rs. 50 crores and for the Gadwal-Raichur line which is in the final stage of completion, the entire remaining cost may be sanctioned and the line may be completed quickly.

Regarding the introduction of new trains, extension of the trains, though the weekly, bi-weekly and tri-weekly trains are introduced, the Inter-City Train between Secunderabad and Kurnool, Secunderabad-Warrangal are not being considered. I request the Railway Minister to introduce more Inter-City Trains so that congestion in Hyderabad city will get reduced as the passengers can move daily from their place of stay instead of staying at Hyderabad. This will help the students and working class people a lot.

Finally in my constituency, one Halt Station called Jogulamba Balabrameshwara Halt Station is located. Nearby this Halt Station, the world famous temple town Alampoor on the banks of river Tungabhadra aboded by Lord Balabrameshwara and Jogulamba, the fifth shakti peetham of India is located.

Passengers take the Jogulamba station for boarding and getting down the trains. Day after day the patronage is increasing and there is a need for developing the Jogulamba Railway Halt Station into a full fledged Railway Station and construction of ROB at Level Crossing at Jogulamba Railway Station. This demand is pending with

the Railway Ministry for a very long time and the surrounding villages around 50 are agitating for the same cause.

In the end, I request that newly introduced trains between Kacheguda and Madurai, and Yashvantpur may be halted at Gadwal Railway Station. With this, I am supporting the Railway Budget.

MR. CHAIRMAN: Now, Shri Rakesh Sachan.

[Translation]

SHRI RAKESH SACHAN (Fatehpur): Sir, I am grateful to you for giving me an opportunity to speak on Railway Budget. Sir, I have been elected from Fatehpur Lok Sabha Constituency. I am speaking on Railway Budget for the third time and each time I place some of the demands of my Constituency. This time Hon'ble Minister has declared an Inter-city train from Kanpur to Allahabad. I demanded it from Kanpur to Allahabad and Allahabad to Kanpur as at least 15 to 20 thousand people travel daily from Allahabad to Kanpur from Fatehpur from where I have been elected. Students, traders, farmers and all other people travel daily. You have given Intercity but from one side i.e. from Kanpur to Allahabad while I demanded one more from this side i.e. from Allahabad to Kanpur. Locally my Constituency lies in between at a distance of 200 Km. Nearly more than 10 thousand people from big or small stations in this area will be benefitted by it. I demanded from the Minister that this train from Allahabad should also be introduced in the morning like the train from Kanpur in the morning. Besides an overbridge at Khaga Tehsil has been sanctioned as was told by Mamtaji when she visited Kanpur. To my question in this House, it was replied that this overbridge has been sanctioned. Recently a meeting of Railways was held at Allahabad and in that meeting Shailender Kumar ji was also present. At that time I raised this issue before the Divisional Officer and I was told that work relating to this bridge will start from March. What is the problem in it? Construction of Khaga ROB is very important. Previously Khaga used to fall in the Constituency of Shailender Kumar ji and he also used to raise this issue. Three years have passed. I would like from the Minister that work of this ROB may now be started with immediate effect.

The third big problem is of an ROB between Thariyanv and Asothar. It is very much required and should also be constructed. There is a crossing in the name of Thariyanv and Bahrapur. Third is Ong Crossing which connects Jahanabad by road. This is a long road and there is always traffic jam on this road. Another important

ROB is in between Muradipur and Lalauli road Bindki in the name of Kanshpur. There are three ROB's and we have been told that the work relating to survey and estimates have been completed and construction will be started as soon as sanctions are received. I demand for it in this Budget. Fatehpur has always been neglected. Last time you sanctioned our Modal Station but work relating to that has not started. I would like to know from the Hon'ble Minister that adequate development work of this section should be taken up. Often accidents are taking place there due to low level of platform No. 4. This level of platform should be raised. The small sheds on Khaga and Bindki Road stations should be made bigger.

If one has to go to Delhi from Kanpur and Fatehpur, there is no train except Prayagraj Express and North East where as 10-12 trains pass which run on Fatehpur and Howrah line. I demand that stoppage of up and down Mahabodhi, Lichhavi, Poorva, Shivganga, Jharkhand and Ajmer - Sealdah Express trains may be provided at Fatehpur Station. If Ajmer-Sealdah train is stopped at Fatehpur, many people going to Ajmer who have to board train from Kanpur can catch it from Fatehpur itself. There is only one ticket window at Fatehpur railway station but the number of passengers is very high here. They can get tickets, they are forced to travel by busses, which results in loss of revenue to railways. Therefore, I demand that two, three ticket windows may be opened immediately. The reservation quota of Fatehpur station in all the trains is very less, it should be increased. The passengers train starting from Fatehpur at seven in the morning reaches Kanpur at 9.30 and from there it starts at 6 in the evening and reaches Fatehpur at 8 in the night. Thus this train runs only for five hours and remains stationary for 19 hours. If one more round of this train is made by running it again at 11 am from Kanpur to Fatehpur, railway can earn more revenue and the train which remain stationary can be utilized. There are many express trains of railways which travel 400 to 650 kilometers daily in 6 to 9 hours and the remaining 15 hours these trains remain standing at stations on both sides. In this way railway incurs heavy loss. Therefore, I would request the hon'ble minister, that these train which travel less are made to run at least one thousand to twelve hundred kilometers daily by putting in five to ten more hours. It can increase the revenue of railways and make use of stationary trains.

If the train between Allahabad and Mumbai is run via Fatehpur-Kanpur, the passengers going to Mumbai from here can be immediately benefitted. Every year during winter season Chaurachori, Toofan, Lalqila and Janta

Express trains are suspended for 2-3 months due to fog. Passengers have to face a lot of difficulties. I request you that these trains should not be suspended but should be run for short distances from both sides. It will reduce the affect of fog and the availability of trains will remain continuously and one can complete its journey in some more time in segments. I request you that operation of the trains should not be stopped completely but these should not be run for complete distance due to fog. Our region is between Delhi and Howrah. We have been demanding EMU. By running a local train railway can earn more revenue. Fatehpur has some trivial problems. Long queue is formed as there is only one ticket window. I have already written in this regard. I again demand that at least one more ticket window may be opened. It will result in increase in revenue and also check without ticket travelling. With this I support the Rail Budget and conclude my speech.

CHAUDHARY LAL SINGH (Udhampur): Mr. Chairman, I thank you for giving me time. Through you, I would like to say something about my state Jammu and Kashmir. I would say something about our pending issues, the announcements which were made but were not implemented.

Sir, first of all I thank you for presenting a very good Rail Budget. Everytime good budget is presented. No burden has been put on common man. There is somewhat, but I will not term it as burden. Second class and sleeper class which is meant for poor people should be spared, but the remaining fare increase be left as it is. Two announcements were made with regard to my state on 13th April, 2015 in the presence of the Hon'ble Prime Minister, then Railway Minister Sh. Lalu Prasad Yadav and the senior leaders of our state Shri Farook Saheb. One was with regard to setting up of a coach factory at Kathua and the second one was about setting up a sleeper factory in Udhampur. I would like to say with regard that nothing has been heard about that after that last time, I took up this matter with my sister Mamta Banerjee and they went to Kathua to identify place for it. But nothing has been done so far. Nobody knows as to what happened to sleeper factory.

Sir, a three-four hundred kilometres of rail line is being laid from Jammu Kashmir to Ferozpur. I would like to ask as to how it is possible that DRM office is made in Ferozpur? There are railway zones at many places in India, but is not a single DRM office in our state. Sir, 15th Lok Sabha has come into existence after the 14th Lok Sabha. We have stressed time and again that a DRM

office be opened in Jammu so that Himachal could also be benefitted along with Jammu and Kashmir.

We also talk about safety and security. I would like to ask how the safety can be brought about. I would give example of level crossings in my state. Some crossings are manned whereas some have been identified as unmanned. I would like to bring into your notice, that there are some crossing which are unidentified as there are neither manned, nor unmanned. They have fixed poles in between. There is road on both sides and they have fixed poles on it. Crossings have been totally blocked and people daily talk about accidents at such places. Please make arrangement to open them.

The second thing which I want to say is that railways have not witnessed that much accidents as compared to the accidents which occur on our N.H. If you see from Kathua to Jammu, Batoh to Kishtwar the situation is very bad. Therefore I request that we should get train. Last time it was announced from Kathua to Kishtwar via Pasauli, Banni, Bhadarva. Former Minister Trivediji had read it. It should not happen that it is stopped on one pretext or the other. He had also said that they are taking this matter to Planning Commission and are going to make it a national project.

My submission is that from Kathua to Kishtwar it should be taken up on priority basis. You are aware that one crore people make pilgrimage to Vaishno Devi. Therefore, all our trains stop at Jammu although the rail line is upto Udhampur. I want that the trains which terminate at Jammu should go upto Udhampur. The trains which are to be washed may not be taken to Udhampur but which are not to be washed, can go upto Udhampur. Maximum work has been completed from Katra to Saingaldrn-Bahihall-Khasi and Riyasi to Udhampur. Last year it was said that train would go upto Katra, but the work was not completed. They had said that the train will be started in the year 2012.

But no progress has been made in this direction. The condition is very bad beyond Riyaasi. They had asked our people to start operating Sumo and other vehicles. The asked poor people run their Sumo on roads in dilapidated condition. Today, they are not allowing our poor people to run their Sumo and other vehicles. The roads which were constructed on our land have not been premixed. The roads which they had damaged have not been repaired. The people who lost their land have not yet been given employment. The land on which they have dumped debris has become unfit for crop. The compensation has not been

given to those whose crops have been damaged and the debris are still lying in their fields.

I had accompanied them. I would request that debris may be removed and compensation is paid to our people so that they do not incur loss. Lastly I would say that the rail lines, survey will regard to which has been completed and the proposals have been sent to Planning Commission are implemented immediately. They had assured us that they would extend one train upto Kashmir, because the rush has increased there. There is heavy rush from Banihal-Gazipur to Badgaon. When I had gone there, the people of Kashmir had demanded that one more train be introduced so that travel would be made easier. I request that special attention be given towards these demands.

* SHRI DEVIDHAN BESRA (Rajmahal): The oldest rail loop line of the country is in sheer neglect even after 64 years of independence. This loop line which passes through three states of the country i.e. West Bengal, Jharkhand and Bihar and especially through tribal inhabited areas has not witnessed any development till date.

Pakkud railway station in my constituency is deprived of basic amenities whereas it is most revenue generating station of Howrah division in Eastern Railway. Rail Department earns Rs.2600 crore per year through freight and passenger fare. It is unfortunate that there is no direct train from Pakkud to the capital of the country and there is only one train, Vananchal Express for Ranchi, the Capital of Jharkhand.

Therefore, following schemes may be included in the next Rail Budget-

1. A direct fast train from Rampur haat station of West Bengal in New Delhi, the Capital of India.
2. 12367 Up and 12368 Down Vikramshila Express may be extended from Bhagalpur to Rampur Station of West Bengal.
3. The frequency of 15661 Up and 15662 Down Ranchi-Kamakhyia Express be increased to daily.

[English]

*SHRI G.M. SIDDESHWARA (Davangere): The Railway Budget presented by Hon. Minister of Railways

* Speech was laid on the Table.

* English translation of the speech originally laid on the Table in Kannada

Shri Dinesh Trivedi Ji, has failed to do justice to Karnataka, particularly central Karnataka. The Railway Minister announced two to three railway projects but they are not at all helpful to the people of central Karnataka. The final location survey work is going on at a snail's pace on the railway line between Tumakuru - Chitradurga - Davanagere and the Harihara -Shiomoga railway line, both of which were announced in the Budget of last year. These works should be expedited. Hon. Minister of State for Railways Shri K.H. Muniyappa Ji has pointed that farmers are against the acquisition of their fertile land for the railway project. If required the Railways should think of the alternatives by way of re-alignment of the line. Since this line connects coastal Karnataka with Hyderabad Karnataka region - it very vital and should not be neglected at all. People of this region are confused and are wondering which of these two would be considered finally - Shiomoga - Shikaripura - Ranebennuru railway line announced in the current Budget, or Harihara - Shiomoga line.

There is a need to construct an R.U.B. or R.O.B. at L.C. No. 199 near Ashoka theatre. If this cannot be possible an alternative arrangement should be made. People of my district have been demanding this for the last two decades, but it is not fulfilled. Since this railway gate is used by large number of people, this work should be taken up on priority, basis.

In the Harihara - Kotturu railway line about 95 percent works have been completed and works related to safety measures are yet to be touched upon. The work has been disrupted by the farmers, as injustice was meted out to them in distribution of compensation. Laying down of the railway line was completed a year ago. But it is not operational yet as the issue of compensation to farmers was not resolved. Farmers are ready to receive the compensation fixed by the Lok Adalat, but the Indian Railways is not ready to settle the issue with the help of Lok Adalat. This is the reason why the issue became critical. Therefore I would request the Hon. Minister offer railways to intervene in this matter to do justice for the affected people and see that the said railway line would be inaugurated as early as possible.

The R.U.B. constructed at Railway Crossing No. 197 near D.C.M. township in Davanagere city is an unscientific construction. During his visit to Davanagere Shri K.H. Muniyappa Ji took the errant officers concerned into task for the such unscientific construction of lower bridge and he also had given instruction to build an additional bridge on the other side. But it has not been mentioned in the

current Budget. The same is the fate of another demand for construction of over bridge at railway kms of 327/15 in the ring road of Devaraj urs Lay out in Davanagere city.

Inter-city train between Harihara and Bengaluru is also one of the long pending demands but it was not included in the current Railway Budget. Demand for a passenger train between Mysore and Hospet via Biruru - Arasikere -Chikkajajuru is partially fulfilled as the approval was given to run the said train from Mysore up to Biruru, if this is extended to Hospet it could have benefitted the people more.

In the 2009-2010 Railway Budget the then Railway Minister announced that all the unmanned level crossings would be converted to manned crossings by 2014. But this move was extended upto 2017 by Shri Dinesh Trivedi Ji. There are 13 unmanned level crossings in my parliamentary constituency. Not even a single railway crossing is converted till date. Many people including a well known religious leader have lost their lives. Hence the manned railway crossing works should be accorded top priority.

The city of Davanagere has a good reputation in the international level. Everyday a large number of people visit here from various parts of the world. So, it is high time to develop the railway station of Davanagere city as a modern railway station with all basic amenities. In the 2009-2010 Budget itself the railway station was given the status of as 'A' class railway station, but no such facilities are provided so far. Therefore I urge upon the Hon. Railway Minister to look into this matter.

An Air Conditioned Coach should be attached to the passenger train no. 56912 and 56909 to facilitate the people travel to Davanagere. I would like to impress upon the Hon. Railway Minister to consider all the genuine demands of my parliamentary constituency. These are pro-development demands. So, necessary steps should be taken up in this 2012-2013 Railway Budget itself.

17.32 hrs.

ANNOUNCEMENT REGARDING CANCELLATION OF SITTING OF THE HOUSE

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF WATER RESOURCES (SHRI PAWAN KUMAR BANSAL): Sir, a good number of hon. Members from all sides have, in fact, been wanting that on Friday,

that is, 23rd March, 2012, we may not have the sitting of the House as it is, in fact, Gudi Padava in Maharashtra, Ugadi in Andhra Pradesh and Karnataka and also Vikram Samvat 2069. We are agreeable to that but you may kindly take the sense of the House. If the House agrees, my request would be that the other pending business will have to be finished.

MR. CHAIRMAN: I think the House agrees to that.

SEVERAL HON. MEMBERS: Yes.

[*Translation*]

MR. CHAIRMAN: There is consensus of the House on this. Therefore sitting for Friday is cancelled.

17.34 hrs.

RAILWAY BUDGET (2012-13) - GENERAL DISCUSSION

DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS), 2012-13

DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 2011-12

DEMANDS FOR EXCESS GRANTS (RAILWAYS), 2009-10 - CONTD.

[*Translation*]

SHRI ARJUN RAM MEGHWAL (Bikaner): Mr. Chairman, I am thankful to you for giving me an opportunity to speak.

Sir, an announcement was made in the Rail Budget to start 21 passenger trains. The demand for a passenger train from Delhi to my Constituency Bikaner was made and a recommendation was made to DRM, G.M. office and Member, Railway Traffic. Even then no announcement has been made about that train. Through you, I request the Railway Minister that there should be a passenger train between Bikaner-Delhi and this should be upto Old Delhi Railway station. I am saying this because when old Delhi Railway Station was made, three platforms were made in time of our Bikaner state and their number was 16, 17 and 18. Now that number has been changed to 1, 2 and 3. Therefore, our Bikaner has first right on these platforms. Hence it is requested that a passenger train for Bikaner may be started from Old Delhi Railway Station. Secondly, a train remains standing at Hissar station for 18

hours. If that is made operational, we will get a passenger train.

Secondly, I want to give some suggestions with regard to unmanned Level Crossings. When gauge conversion was made between Rattangarh-Bikaner, many problems with regard to level crossings cropped up after that. I had made a suggestion and later on there was much exercise in the Ministry. Thereafter the ministry said that they will not charge technical amount. Thereafter we had constructed at least 17 railway under bridges through MANREGA. This is the problem of the whole country. MANREGA money is meant for rural areas. The problem is only one and Railways should make efforts and an amendment be made in MANREGA Act. There is only one condition that MANREGA money should be used in 60-40 ratio. 60 percent on labour and 40 percent on material. My submission is that there should be relaxation with regard to 60 percent labour condition. If the expenditure on material goes up to 60 percent, then Railway under bridge can be constructed in rural areas. Railway is of the view that Gram Panchayat should invest, municipalities should spend. They do not have 50 per cent money to spend. Therefore, it should be linked with MANREGA

In this way, MGNREGA will be better utilized and all the level crossings and unmanned railway crossings will be constructed. He has labelled my case as a technical one. However, they say that it is applicable for Bikaner only. My suggestion is that it should be made applicable for all the places.

My second point pertains to the problem of fog. Every year around 50 trains get cancelled due to dense fog. Through you, I would like to say that science and technology has advanced so much in the recent years. Even the developed countries experience the problem of fog. Why do not we use this fog removal techniques to get rid of this problem? There is a single train called Udyan-Abha Express which runs between Delhi and my constituency Sriganganagar. This train gets cancelled every year. I hail from Bikaner. Though I do not belong to Sriganganagar but since some parts of Sriganganagar fall under my constituency, the people keep expressing their problems to me.

I would like to say that a large number of people of Bikaner live in Hyderabad, Bengaluru, Pune, Chennai etc. Our demand was that long distance trains should be introduced for Bikaner, which has not been fulfilled by the Government. Hence, efforts should be made by the Government to fulfil our demand.

Mr. Chairman, Sir, Jaipur-Chennai train stays at Jaipur for 36 hours. This train can be extended upto for Jaipur. At present, a train is running from Bikaner to Jaisalmer but there is no AC coach in it. Jaisalmer is famous for tourism. Large number of tourists visit this place. There I met several foreigners. They said that there is no AC coach in it. At least one AC coach should be introduced in the said train. It is shameful that the foreigners are saying that in India there is one such train which does not have even a single AC coach in it.

Sir, three years ago, it was proposed to open medical college in Rajasthan. However, the Government failed to acquire land for the sanctioned medical colleges. My submission is that large part of the railway land is lying vacant in Bikaner. If a medical college is opened in Bikaner then the announcement made by the Hon. Minister will be fulfilled and Bikaner will get a medical college.

Now, I would like to mention about workshop located at Bikaner which is very old. The Government made budgetary allocation for workshop. There were proposals worth 27 crore rupees but the Government made budgetary allocation of 1 lakh crore rupees only and approved a scheme worth seven crore rupees. A demand relating to the provision of 27 crore rupees for the workshop in Bikaner should be met.

Through you, I would like to say that the notification dated 6.3.2012 regarding hike in fare particularly of food items should be withdrawn.

Sir, Anupgarh is one such region which is important from a strategic point of view. Mr. Chairman, Sir, you are a chairman of the Standing Committee of Defence. Anupgarh is situated on international border. It is the demand of the Army that it should be linked with Bikaner via Bajuwala and Kolayat. It is a long pending demand. Besides, an announcement has also been made for laying a new railway line. However, it has not been implemented. My request is that it should be implemented. ...*(Interruptions)*

Mr. Chairman, Sir, whenever an MP travels to some place, he/she gets three tickets and is accompanied by his/her PA. sometimes, the PA has to travel alone also. Therefore, my demand is that the PA should be provided at least 5 passes in a year. The Government may reduce the number of passes issued to us. Several times, we have to send the PAs alone but they say that the PAs cannot travel alone. It is not in the fitness of things to travel with our PA everytime. Therefore, he should be provided at least 5 passes. I would also like to mention about VIP

quota. MPs make recommendations under the VIP quota. After this, the railway officials make recommendations overruling the MPs recommendations. Thus priority is accorded to railway officials. It should not happen. Therefore, my request is that MPs recommendations should be given priority in case of receipt of recommendations from both MPs and railway officials. An MP is listed higher than the railway official.

Mr. Chairman, Sir, through you, I would also like to say that the Hon. Minister has stated in the budget speech that we will give importance to the sports and Khel Ratna awardees and Arjuna awardees will be allowed free travel. I want to say that in the railways there is a limited quota for sportsperson. Hence, the sports quota should be increased for the post of Sports Officer at GM level. While presenting the budget the Hon. Minister has said that some stoppages are essential however this is not feasible. I fail to understand that when these stoppages are essential then why. ...*(Interruptions)* Usually, the stoppage is of one minute, it should be provided. There is an issue caused by Shri Govind Mishra ji. His turn has not come. Therefore, I stand to speak. There is only one platform in Singrauli despite the fact that there are 10 coal mines and 20,000 megawatt of electricity is being generated at this place. One more platform should be constructed at this place and all the problems of my constituency should be solved. I thank you for giving an opportunity to speak.

[English]

*SHRI RAJEN GOHAIN (Nowgong): The Railway budget for 2012-13 placed by the honourable Railway Minister deprived the aspiration of all section of people of the country, although the people expected a balanced budget with some developmental activities. The most important factor *i.e.* balanced development of different backward zones of the country has not been reflected similar to earlier budgets. The Railway Minister narrated the truth in his budget speech quoting "there are projects of national importance in NE Region and Kashmir which are crucial to inclusive growth" but concluded his responsibilities saying that "The national projects in Kashmir and northeast region have also to be funded out of this. These projects alone need more than Rs. 4,000 crore for the current year and may get delayed for want of adequate funding."

The north eastern region of the country is on a crucial situation. The neighbouring China has already built

up all the important infrastructure bordering Arunachal Pradesh. They have constructed dam on the Syang river due to which the bed of the mighty Brahmaputra is drying. Very recently, they criticized the visit of the Indian Defence Minister to Arunachal Pradesh. Earlier too, they had criticized the visit of our Prime Minister to the same Arunachal Pradesh. From those undesired criticism of China Government our Government should have become cautious and taken immediate steps to strengthen all the infrastructures in the north eastern region from the defence point of view. The people of north eastern region are living with fear psychosis since they have past bitter experience. The peoples are making hue and cry for appropriate action by the Government immediately. Roads and rail communication of the region deserves utmost care at this crucial juncture. But the Government is not serious at all. Not speaking for any new infrastructure project, now the ongoing projects are also on the verge of closure-indefinite delay. The step - motherly attitude of the Government towards north east reflected once again in the railway budget. Now should the people of the north east remain silent to hear once again "My heart goes for the people of Assam"?

I am not against the development of other part of the country. But, balanced development is the utmost need of the hour for a DEVELOPED MODERN INDIA. A man cannot be perfect if his one organ is disable. The Railway Minister stated in his budget speech about a set of organizations namely Indian Railway Station Development Corporation. One should have no objection for setting up an additional organization in a giant setup like Indian Railway. But the basic purpose of setting up of the new organization to "redevelop the stations and maintain them on the pattern of airports. The SPV will draw upon the success stories the world over, adopt a suitable revenue model and target redevelopment of 100 stations in the next five years". So the Railway Minister has a perfect dream of converting some of the railway stations on the pattern of Airport to gain world wide fame of Indian Railways. But how many stations? 100 in five years i.e. 20 stations in a year. In this pace of development, a century will not be enough time to upgrade all the important railway stations of Indian Railway. But the attitude of the scheme is very clear. Selected stations of the developed zone of the country has been aimed with this modernization package ignoring the other stations which have no proper covered platform, drinking water facility, proper sanitary system, proper lightning, spacious waiting room and so on. Present condition of most of the important junctions of North Eastern Frontier Railway at north eastern region is far below of a

station of other parts of the country. I feel depressed when I compare Chaparmukh, Senchowra, Simaluguri, Makum, Marioni, Furkating junctions located in Assam with any other stations of neighbouring West Bengal or Maharashtra or Tamilnadu. I demand that the development of the entire country should match in a line. Exploitation of any corner of the land is not expected for proper development of the country.

The same exploiting attitude has been reflected in the case of construction of new railway lines. The Railway Minister rightly referred in his budget about balanced development saying as "... continue to accord priority to construction of new lines in the under-developed parts of the country." But in action, the under developed zone remain neglected as earlier. Leaving aside the places of importance such as business, industry, tourism etc.; all the state capitals of north eastern region have not yet been connected by Indian Railway. Even in the speech of the honourable President, the name of Guwahati, the eastern gateway of India; has not included in the list of cities considered for metro rail. The Railway can play a strong role in overall development of the country by connecting far-flung remote backward and tribal habitations ignoring the financial viability. Although, the same spirit is mentioned in the budget speech of the Railway Minister and reported about submission of such recommendations for 12th Plan. I am in doubt whether the same would be implemented in letter and spirit.

Considering the demand of increased passenger coaches, provision of three new passenger coach manufacturing unit has been made. One of them could have proposed to set up in the industrially backward north eastern region. In this case also, the seven states of northeast remained deprived. It is pertinent to mention here that not a single manufacturing industry of the giant Indian Railway has been set up in north eastern region. Now, I demand the Government to set up a coach manufacturing unit at north eastern region along with other three units.

To improve connectivity to neighbouring countries, the Railway Minister proposed a new project to connect Agartala with Akhaura in Bangladesh. But, the entire country in general and the north eastern region in particular; filled with illegal Bangladeshi immigrants will be out of control., I would like to cite a recent incident of 16.3.2012. *The "Rail Jatri Mancha" of Koliabor apprehended 60 Nos. of illegal Bangladeshi immigrants at Jakhlabandha Railway Station at 10.30 am on 16.03.2010. They were equipped*

with lethal weapons, Bangladeshi Mobile phone SIM Card etc. who were travelling in the Dhubri-Silghat Passenger train. As reported, 12 out of 72 managed to escape. All the apprehended foreign nationals were taken into custody by the Border Police of Nagaon District of Assam. The RPF and GRS including the local Police administration could not resist movement of the foreign nationals. Even the TTE on duty had not even checked their tickets during their journey. It is reported that the practice of fast movement of foreign national towards upper Assam area from different border points including Dhubri was a continuous process since commencement of operation of the Dhubri-Silghat Passenger train w.e.f 12.02.2012. As a result, crimes like dacoity, looting etc. are becoming day to day news in middle Assam area. It is also reported that a few agent has been arranging land for their settlement in reserved forest land of Kaziranga National Park. Madam, I demand a high level enquiry of such dangerous well knitted plan or some anti-Assamese agency to convert Assam as a part of Bangladesh. In view of the above incidents, I also demand to review the decision and to abandon the new project "to connect Agartala with Akhaura in Bangladesh" immediately. Instead of that, the connectivity of Agartala with Lumding be improved.

The Railway Minister has announced some measures for the passenger on board or at stations. In working out the list of amenities, he had given priority to the creamy layer of the railway traveller ignoring the "Aam Janata" Amenities such as escalators, State of Art mechanized laundries, Regional Cuisine through catering service, "Book a meal" service, A.C. Executive Lounge at stations, First model track with world class interiors etc. are not meant for the common people travelling by Indian Railway. The common people need hygienic low cost food, spacious waiting room, clean coaches, covered platform, pure drinking water, sufficient trains to get a reservation.

The Railway Minister has done a good job by adding a few more trains in the map of Indian Railway network. But, need base selection of area for the new trains have not been done. As a result, bottle neck in communication of the north eastern region remain as it is. I request the Government to add at least one more daily express train from Dibrugarh to New Delhi to improve connectivity of the north east with national capital.

Regarding stoppage of trains, I am agree to his statement of maintaining the speed of high speed long distance train by reducing number of stoppage. But in the

case of short distance passenger train, traveller of a particular area having railway serive should not be denied railway facilities. It is pertinent to mention here that there is a station in my constituency, SONWABORI in the district of Morigaon, Assam, where ticket issuing facility has not been provided after more than five years of opening. Thus, the revenue loss is encouraged by the department itself. My recommendation and request on the matter has not been taken care of. In my opinion, the short distance passenger and mail train should have required stoppage to give equal opportunity to the common railway commuters.

The Railway Minister in his budget speech rightly stated that the Indian Railways has been contributing lion share in overall socio-economic development of the country. So, utmost care is needed to be given to the railway commuters. The common people of the country is already frustrated with unbearable inflation. They should not be overloaded by increasing railway fare. The budget proposal to enhance the railway fare be eliminated. No hike in railway fare is called for at this hour. So, I request the Government to avert the proposal of railway fare hike from the budget.

[Translation]

DR. SHAFIQR RAHMAN BARQ (Sambhal): Mr. Chairman, Sir, I would now speak on the railway budget, but I would like to state problems of my Constituency instead. Sambhal is an historical city which had also been the capital of Prithviraj Chauhan and it was a province during the period of Mughals and Tuglaks. Thereafter, it became a tehsil and today it has become a district called Bhim Nagar. Despite this, it is not linked to the main railway line and this is hindering its progress. Hence, I raised this issue several times during the budget session. In the year 2008, Shri Lalu ji had issued an order that survey should be conducted for the purpose of laying this railway line. The survey for laying a railway track in 46 kms stretch had been conducted and the budget estimate had come to Rs. 175.116 crore. Even today my demand is that Sambhal should be linked to Gajraula main line via Hasanpur. Even today the work has not been started despite the fact that survey has been conducted. I had raised this issue twice or thrice however no action has been taken so far. I fail to understand as to why this issue is being neglected. In Sambhal, which is a backward area, a person has to travel 35 kms from Sambhal to Moradabad to board the train.

My demand is that at present it should be linked with Sambhal via Hasanpur and Gajraula. Apart from it, one

more survey was conducted for connecting Gajraula-Mainpuri with Sambhal and the allocation of Rs. 881.40 crore has been made. Although the survey has been conducted, but it is still lying pending.

Mr. Chairman, Sir, through you I strongly demand that Sambhal should be connected with the main line that Sambhal could be developed. Injustice is being done against us openly. Therefore, I strongly request the Minister of Railways that Sambhal should be connected with the main line as Sambhal has become a district also if Sambhal is not connected, the problems of Sambhal will aggravate. The people of Sambhal who want to prosper and progress, will not be able to do so. Therefore, I strongly demand that Sambhal should be linked with the main line via Hasanpur-Gajraula so that the people have not to face problems in transportation and Sambhal could develop.

*SHRI MAKANSINGH SOLANKI (Khargone): On behalf of the people of my constituency, I would like to make the following submission in regard to the Railway Budget 2012-13 presented in the Parliament:

1. On behalf of the people of my constituency, I would like to express gratitude towards the Hon'ble Minister for referring two proposed railway projects of tribal areas to the Planning Commission. Khandwa-Dhar via Khargone-Barwani and Manmad-Indore rail projects are lying pending for years. If the said projects are sent to the Planning Commission, the pace of work on the projects will speed up and the long pending demands of the people of the area will be fulfilled.
2. Very less budgetary allocation has been made for gauge conversion, due to which the work is progressing at a very slow pace. As the work of gauge conversion on Indore-Mhao-Khandwa line has not started yet, there is time over run and more expenditure is incurred on the transportation of goods from commercial capital of the State, Indore to Mumbai.
3. Only 3-4 general coaches are attached in the long-distance trains by the Department of Railways and travel in these coaches is very uncomfortable. The number of general coaches should be increased.
4. Railway tracks and bridges are very old. The budgetary allocation made for repair and maintenance of these bridges is very less. Therefore,

the Railway Department should formulate a time-bound action plan for replacement of old tracks and repair of bridges along with increased provision in the budget for the said purpose.

5. There is no proper arrangements for the training of third-fourth grade railway employees working for mechanical inspection of containers of the goods trains. Number of wagons in goods trains have increased due to installation of electric engines. Goods wagons are being manufactured by using modern technology, but the class IV employees posted at most of the stations have not got training in this regard. No separate budgetary provisions have been made in this regard in the Railway Budget.
6. In India, no change has been made in goods wagon, and the manufacturing of railway coaches. In the adverse geographical condition of India, like extreme hot and extreme cold, the guards in goods train have to work in inhumane conditions. No provision has been made for the upgradation of the compartment of the goods train in the Railway Budget.
7. The goods trains take 3-4 time more time as compared to the passenger trains at the railway sections where trains are operated with diesel engine, due to which operational cost increases and the Railways also suffer financial losses. No provision has been made to minimize the said operating time. The Budgetary provisions should be made to impart more training to controllers working in a railway division.
8. The railway tickets of passengers are checked at the time of exit from railway station, but sale of platform tickets is very less. The revenue of Railways can be increased by checking platform tickets at the time of entry to railway stations.
9. There are places where there are no railway stations. An out agency which was functioning earlier in Kharone-Barvani is lying closed for the last ten years. Due to it, more expenditure and time is incurred on transporting agricultural produce of the area to any other place. Therefore, the said out agency should be made operational and similar agencies should be started at other places as well.

SHRI HEMANAND BISWAL (Sundargarh): Mr. Chairman, Sir, I am grateful to you for giving me an

* Speech was laid on the Table

opportunity to speak on the railway budget, 2012-13 presented in the House. I fully support the budget presented by the Government, but I am sorry to say that I am extremely dissatisfied with this year's railway budget provisions made for Odisha.

If it has been done with West Bengal or any other state, uproar would have been created in the House. I am saying this with great agony. Last year, the budget provisions for Odisha had amounted to 1361 crore rupees whereas it has come down to 713 crore rupees this year. See the difference between Rs. 1361 crore and Rs. 700 crore. It will definitely cause resentment. How can the ongoing projects of renovation of all lines, doubling, electrification on work, time-bound programmes of the Government will be carried out with this meagre amount?

Mr. Chairman, Sir, Rs. 107 crore have been provided for on-going projects in the current budget. Work on projects such as Gaitari Banjhpani, Lanjigarh Road to Junagarh, Khurda to Balangir have been going on for the last twenty years, but only Rs. 10 crore, Rs. 20 crore, Rs. 30 crore and provided in a year for these projects. We have to complete the stretch of 300 kilometers, we have to provide railway link. How this will be done? This railway line will pass through such two districts, Kandhmal and Bodh, where people have not seen the railway line till date. There are five such districts in Odisha, which have no railway link so far. Last year, Rs. 430 crore were allocated for all these ongoing projects. This year the allocation has been reduced to Rs. 107 crore. I would like to ask the Hon'ble Minister as to how these on-going projects will be completed.

I have to say one more thing with great agony, when I was in school; or since independence, there is no railway line from Cuttack-Puri to Sambhalpur to Talechar in coastal areas, though coal mines are located there. When we used to go to Bhubaneshwar from the said area, we commuted by bus and then from there we took a train for Cuttack or Bhubaneshwar. That was a common arrangement. But today after the lapse of 60 years, the doubling of railway lines of Sambhalpur and Jharsuguda where old railway junction is located, and which provides railway link to Howrah Mumbai has not been done yet.

There is single line and that too was laid a few year back. It is maximum 15-20 years old. Single line has not been converted into double line there. How the people of this area can be provided railway linkage without converting it into double line? There is not only one district but there are 7-7, 8-8 districts in western Odisha. We give importance to western orrisa like you. Without rice supply

from western Odisha, the state stock, Bhubneshwar stock can not be increased. If supply of wood from Western Odisha is stopped those people can not cook their food and their houses can not be built. You can talk of tendu leaf, sal seeds of this area, every work is carried out here in the forest. The funds of the state, the revenue comes from Wester Odisha. There are 2-2, 3-3 coal mines in the western orrisa. You can take iron-ore, Bauxite, Magnease, dolomite, it all comes from our district, the western Sundargarh district, situated on Jharkhand and Chhattisgarh border. Raurkela is considered as the steel city of Orrisa. Raurkela is called as steel capital. There are so many trains from Raurkela but we want trains to Delhi and to South from there because there is no direct train from there as now.

Sir, plaintively I would like to say that all the high speed trains from Raurkela to Delhi and Kolkata have been stopped two years ago. There have been discontinued because of 2-3 maoist attack incidents. The minister for railways mentions that trains can not be run because the State government is not providing security. *...(Interruptions)* Prosperity and development can not be brought in this area without a rail-link in this area, direct rail line to Delhi.

Sir, I would like to say about stoppage. I have been asking for the same to your railways minister and Shri Munnayappa ji since I came in Lok Sabha. I have been asking for a stoppage at block head quarter Bisra. People of that area have been demanding for the stoppage of express train for the last 26 years, that area is 15 kilometers away from Raurkela. The 26 years records say that these people have been given memorandum to the Prime Minister, Railways minister, deputy minister and the President for the last 26 years. I thank to the people of this area that they kept 26 year record. *...(Interruptions)* These people need one stoppage there. One stoppage should be given at Jharsuguda, as this is a town and old railway station. *...(Interruptions)*

MR. SPEAKER: Nothing will go on record.

*...(Interruptions)**

*SHRI SURESH KASHINATH TAWARE (Bhiwandi): The rail budget presented in 2012-13 and since few last years are historical and is appreciable. It is an appreciable move that safety strengthening modernisation and the step to rduc operation ratio from 95 per cent to 74 per cent in

* Not recorded.

* Speech was laid on the Table

the last year of 12th five year plan.

It is an historical move that focus has been on restarting several projects considering the development of metro cities of the country.

The sixty thousand one hundred crore rupees outlay in the annual plan 2012-13 is the highest plan outlay till now which is commendable. The target to lay 725 KM railway lines, 700 KM gauge conversion and 100 KM electrification set in 2012-13 is an historical move.

The welfare step taken for the railway employees is also appreciable. The fifty percent concession to persons suffering from Anemia in A.C. and S.L. coaches is admirable.

My demands in Rail budget 2012-13 are as follows:

1. Local trains should be introduced from Bhivandi railway station to CST and from Bhivandi to Church gate.
2. Latest facilities should be provided at Tansen station, Umbermal Railway station. Expansion of platform, increase in the height of platform, and provision of a stoppage are other requirements.
3. Expansion of Bhivandi Railway station along with shed.
4. Height of Gurauli station should be increased alongwith stoppage of all trains.

*SHRI MAHENDRASINH P. CHAUHAN (Sabarkantha): The rail budget presented by the Railway Minister today may be called as 'Gagan Vihari' in one word, it means in the sky which is never implemented on the ground. The railway minister has announced that we would provide air port like facilities on 100 railway stations. It makes middle class people happy as they think that it would be better to see airport like railway station if not the aeroplane.

Our former railway minister have also shown the same divine dreams. Honourable Lalu ji promised to make 25 world class railway stations and honourable Mamta ji promised to make 60 world class railway stations. Would the railway minister please tell how many railway stations have been made world class after the announcement.

On the one hand dream to run trains at a speed of 220 KM/hour is being shown, while the reality is that difficulties are being faced to run trains at the speed of 100

KM/hour. If I talk about my own parliamentary constituency Sabarkantha, the distance between Modasa and Nadiad broadgauge line is 105 kilometers. The train starts from Modasa at 6.00 a.m. and reaches to Nadiad at 10.00 a.m. It takes 4 hours to cover 105 kilometer which means it runs at the speed of 25 kilometers per hour. Even the travelling by tractor would take lesser time.

The rail travel has become problematic for common man. It is their compulsion not comfort, to travel by train. We can see today drinking water for passengers is not available at every second station. They have to search for a clean area for toilet. The common man of the country wants entry in the railway coach with dignity but the reality is quite different as it is the most troublesome task. They can not stand on their both legs in the coach. They have to travel in toilet and sometimes on the luggage berth. Second class general coaches carry the passengers three or four times than their capacity. It is not the violation of human rights. The irony is that the railways is in loss even after huge number of passengers.

The following demands of my parliamentary constituency Sabarkantha be fulfilled:-

1. There is not even a single rack point in my parliamentary constituency. The whole area is shocked and amazed. The farmer are disappointed because the lack of sufficient quantity and timely supply of urea effect agriculture. Rack point facility be provided at Modasa station.
2. Either new trains be provided from Modasa to Mumbai or the time-table of the current trains be changed and connectivity from Nadiad to Mumbai be provided.
3. The gauge conversion of Ahmedabad-Himmatnagar-Udaipur rail line has been announced but the work could not be commenced due to lack of allotment of sufficient funds. The required amount be provided immediately and gauge conversion work should be started.

[English]

*SHRI PULIN BIHARI BASKE (Jhargram): I want to discuss few points regarding Railway Budget. First of all, I welcome the new Railway Minister Shri Mukul Roy and congratulate him

Secondly, I oppose the Railway Budget 2012-13

and roll back the fare price hike. Now, I come to my state West Bengal and my parliamentary constituency Jhargram, which is one of the most backward areas in our country (ST & SC-dominated area)

A very long pending demand scheme from Jhargram to Purulia via Belpheerai, Bandowan is a very important scheme. Earlier, survey work has been completed, but this scheme has been omitted in this Budget.

In the previous Railway Budget of 2011-12 a new line from Salboni to Jhargram via Lalgarh was announced. But it has disappeared in the current Budget. I would like to know whether it was announced to make the people fool before the assembly election of West Bengal.

New line from Panskura to Chandrakona road via Ghat not included in this Budget. This is also most important scheme. So, I request you to take up the scheme.

I request to set up a PRS in Girdhi station of S.E. Railway and railway industry should be set up in Jhargram. At Girdhi station, huge land is available here.

Safety and security is most important aspect of the railway budget. I know and everybody appreciate that, BBS Rajdhani is not out of danger, I think this is the Rajdhani of BPL category in India. But the catering service, passengers amenities, and train services has not improved and are not upto the mark.

Kharagpur and Jamshedpur are both industrial areas. But local train services are not sufficient. I request to run adequate local trains in day and night in this sections for the people to attend these industries at day and night shift work.

One back top road has been constructed under PMGSY and Mondalkopi to NH-60 in Salboni block which is Maoist affected area. The Railway Department has put pillars on road to obstruct the road services and an unwilling to give permission to cross the rail line. The people of that area are agitated in this regard. So, I urge upon the Ministry to look into the matter and solve the problem.

[Translation]

MR. CHAIRMAN: Ganesh Singh ji, please you speak.

SHRI GANESH SINGH (Satna): Mr. Chairman, Sir, first of all, I express my thanks to you. Ex-Minister of Railways Shri Dinesh Trivedi ji had presented 81st Railway Budget on 14th of March in this very House. At that time he was speaking in a poetic manner. He started his speech

with mother, soil and resolution of man and said when there is life, then there is world. It is a separate thing that he is not a Railway Minister today, but it is true that he had tried to undertake the factual position of Railways. Previous Railway Minister had assumed here that he would make the Indian railway a world class railway, but the reality of Indian Railway is something else. This five points resolution was safety and security, strengthening, upgrading capacity of railways tracks, modernization and minimising operation ratio. There is a big challenge before railway in context with all these five subjects. Railway is facing financial crises. Requirement is increasing, demand is increasing. People have expectations. Railway is the only system which connects whole country but the railway is facing resource crunch. He certainly had mentioned about safety and security of railway. Today railway travel is not safe. Railway travel has become quite unsafe. Train accidents are occurring here and there. Day before yesterday there was a painful incident in Hathras. Seventeen persons were killed therein. The reason of this incident was an unmanned level crossing. More than fourteen thousand level crossings in the country are unmanned. As a result the accidents are taking place on day today basis. When a person travels in railway, he has to face a lot of hardships. Giving toxic eatables to co-passengers is the issue of most concern. Thefts and decoities are taking place. Unhygienic food and polluted water is another concern. The bedrolls emit foul smell. Presence of cockroaches and bugs has become a common thing in the railway. Ultimately, when this railway will improve? This is a big question. More than four hundred and fifty people were killed in the year 2010-11.

MR. CHAIRMAN: Please be brief.

SHRI GANESH SINGH: I would like to request you that the Railway should take up the existing issue of concern seriously. We are dreaming of world class railway. We are comparing it with China's railway. There was a time when we were at fourth number in the rail world. Today it has gone in the last. The train of China run at the speed of three hundred km/hr. We are comparing our trains with them.

MR. CHAIRMAN: Earlier China was behind us.

SHRI GANESH SINGH: Yes, China was behind us. Maximum speed of our train is 160 Km/hr. Today the situation is so bad that as per CAG report a scheme was made to extend railway network in 50 backward districts before ten-fifteen years back. That is lying incomplete as on date. Rs. 14600 crore is required for this scheme.

Singroli-Lalitpur rail line was sanctioned for my constituency with the cost of Rs. 925 crore in the year 1997-98. It is lying incomplete as on date. For the project some times Rs. 30 crore are released or some times Rs.50 crore are released. How can this project be completed with this fund? There are hundreds of projects like that. As the time is limited, I don't want to go on those issues. I would like to request you that Madhya Pradesh has got less than its expectations in this budget. Hon'ble Railway Minister went to Madhya Pradesh. It was his appreciable step. He had, definitely, taken a good initiative that he visited different states and fixed priority with the consultation of concerned State Government and Member of Parliament. *...(Interruptions)* whatever demand was made on the basis of that priority, no head was paid on that.

MR. CHAIRMAN: Please speak to the point.

SHRI GANESH SINGH: So far as the Madhya Pradesh is concerned, from east to west and north to south all the railway line pass through this state. Ours is a most revenue generating state. But the ratio in which we need railway facilities, we have not got the same. In my constituency, we have got one train from Indore to Reeva. I have got recent information that the route of this train has been changed. This train will run three days in a week. We requested that train should be introduced from Indore to Bhopal, Bhopal to Veena, Veena to Katni, Satna and thereafter to Reeva. Rajkot-Berawal train should be extended up to Satna. But it has not been extended so far. It is our long pending demand to provide terminal and maintenance facility in Satna Railway Station. It has not got yet. Similarly, there is demand for a new train for Reeva, Satna to Mumbai. We demanded that time of New Delhi-Reeva Train No. 12429 should be changed. It has not been changed so far. Ms. Mamta Banerjee had made a promise in this House to include A.C. coaches in Mahakaushal and Reeva Express but it has not been done so far. Escalators should be installed in Satna and Mehar railway station. From three more than ten thousand people used to commute daily. Similarly, Jaitwara station should be provided with stoppage of New Delhi, Reeva, Kamayani Express. Maghawan station should be provided with stoppage of Sarnath expres, Mahakaushal and Janta express. Uchewra station should also be provided with stoppage of Mahakaushal and Janta express stoppage of Intercity express should be provided Baghai and Jhukehi stations. Chhipra Express, which runs one day in a week, should be run three day in a week and its frequency should be enhanced. The train from Allahabad to Mumbai runs one day in a week should be run at least three days

in a week. We have made a strong demand for emergency quota. Emergency quota in Mahanagari train No. 11094, Banaras-Mumbai, Patna-Kurla, Allahabad-Mumbai, Patna-Mangalore, Patna-Pune, Howrah-Kamayani trains should be provided at Satna Railway Station. Earlier quota in all the trains should be restored. Quota in Howrah-Mumbai express has been scrapped. Quota in Mahanagari train has been scrapped. Quota in Banaras-Pune train and Lucknow-Raipur Garib Rath has also been scrapped.

MR. CHAIRMAN: Please conclude now.

SHRI GANESH SINGH: Earlier quota should be restored.

There is a long pending demand for a level crossing at Gobraon Kalan on Satna-Mehar railway line. Large number of train pass through Uchehra and Birhuli level crossings but in the absence of a bridge people face great difficulty.

18.00 hrs.

I am making demand for commercial stoppage of three four trains. Chhatrapati Shivaji Terminal should be made commercial stoppage of the train comes from Asansole. Satna should be made commercial stoppage of Yashwantpur-Lucknow, Debrugarh-Kurla and Duranto Express. Electricity is generated at large scale in our Kolanchal-Singrauli region. Railway gets huge revenue from there. There is a demand of a train from Singrauli to Bhopal. Singrauli is not connected with our capital. *...(Interruptions)*

MR. CHAIRMAN: If the House is agree two hour's time is more allotted for this debates and zero hour will be taken after Eight-o'clock.

MANY HON'BLE MEMBERS: All right.

SHRI GANESH SINGH: Chitrkut and Maihar are two shrines at Satna of Madhya Pradesh. *...(Interruptions)*

MR. CHAIRMAN: Now you please conclude.

...(Interruptions)

SHRI GANESH SINGH: Lacs of people visit there. There is a need to provide facilities at these places. *...(Interruptions)* I would request to extend facilities there. *...(Interruptions)* The present condition of the Railways in the country. *...(Interruptions)* is not good. The Government should extended help to improve it and enhanced fare of AC III should be rolled back.

[English]

MR. CHAIRMAN: Nothing will go on record.

...(Interruptions)*

*SHRI DUSHYANT SINGH (Jhalawar): The Hon'ble Minister of Railway had presented this budget to the nation on the 14th of March and by the 14th afternoon onwards his own political party had asked for his resignation. This is the first time in political history of India that the Railway Minister has resigned after presenting the budget. During the Budget the then Union Minister for Railways had mentioned that when he took office on 12th July, 2011 there had been a severe railway accident at Fatehpur Malwa near Kanpur. But when the new Railway Minister has taken office, there has been an accident once again.

The railway budget has given special emphasis towards railway safety and security. The railway authority has planned to make it same as it is in Europe or Japan. But in order to do so we need to increase the government spending towards safety. By giving percentages over decrease in accident does not solve the problem. But we need to know what is the railways doing to ensure that there is no more accidents in the future.

The present Government has planned a SPU (Special Purpose Vehicle) calling it Rail-Road Grade Separation Corporation of India. This assist in the funding of level crossing. It will ensure all rail crossings are secure. We all hope this does happen.

The Union Government has also planned to set up high level Railway Safety Committee under Dr. Anil Kakodkar which will ensure higher safety standards. Even though the Committee has given its recommendation the Union Government lacks the will to adhere to the report. If they had taken a swift response the accident at Hatras could be avoided.

The Union Government has many ambitions plans in view of safety. Firstly, to set up a Independent Railway Safety Authority as a statutory regulatory body. Along with this body a Railway Research and Development Council is planned. My question will this happen and even though this happens will the Government have the resources to carry out with recommendations.

The previous Hon'ble Railway Minister has stated

* Not recorded.

* Speech was laid on the Table

that for ensuring safety to people we need to modernize the Railway. Therefore to push the modernization, plan group would be set up under Mr. Sam Pitroda. Even though group submitted its report for the next five years, the Government has to ensure that they must have Rs.5.60 lakh crores to ensure all these recommendations are adhered to.

In the railway budget, Railway Minister has agreed to the fact in the context of safety that railway suffer from implementing bug. To remove any hurdles the Railway Minister has set up Expert Committee under a Mission Director to remove all bottle neck and issues. But on this I must say thethe railway board will further have issues of seniority and position issues. The approach paper given to the Planning Commission has envisages an instrument of U.S.\$ 1 dollars. But if half the investment of this is coming from Private Sector and another half coming from its own resources, we want to know if the Government planning to sell its equity in railways to private players or by using private players with a favourable lease for them and we want to know how is it Government planning to gather resources from its own resources. This grand plan of the Union Government will get how much funding in the 12th plan period.

If the Government has increased the plan size to Rs.7.35 lakh crore for the 12th Plan. It is a increase but we need to see it in the perspective towards 11th Plan. How did Government spend its resources. Was it capable to spend Rs.1.92 lakh crores.

Even though the Railway Minister has shown to us how the proposed plan will be meet. But we feel its only fudging of numbers and greater clarity needs to be there with all figures.

After more than 60 years of independence our borders are not properly connected. The railway Ministry has a very ambition project under the Pradhan Mantri Rail Vikas Yojana. The Railway is requiring Rs. 52 lakh crores. But how is Government going to get this? Why has the borders not been connected and on the other side railway head has reached remote villages across the borders.

According to the inference of the railway budget, there are many pending projects yet to be completed. The railway budget states clearly that in order to champion the cause of new railway projects we need have resources by the Union Government.

I would like to inform that railway project passing through my constituency is still pending. The railway had

planned to set a train through Ramganjmandi (Kota) to Bhopal via Jhalawar. The project cost then was 726 crores now the cost has doubled. This is due to the fact the railway announced the project. But then eventually lacked funding.

If we provide modern facilities to passengers and to its freight transportation will eventually increase GDP to the nation. The Hon'ble Railway Minister was lucky to formulate the policy when the nations 12th Five Year Plan is been planned and has taken into account the vision document of 2020. After considering the two committees under Kakodkar and Pitroda and vision documents, the railway realized that they needed Rs.14 Lakh crores. Now my question is how is government going to get this funding.

I must thank previous Minister of Railways to at least plan out and create road map of railways in consultation with all stake holders. At least he has been truthful and candid of the status and the financial situation of the railways.

We have no doubt the development of railway will assist its aam adami of our nation to improve the infrastructure development of our nation.

The hon'ble Railway Minister took the recommendations of the Kakodkar and Pitroda Committee and choose five focus areas. This was with primary concept to strengthen the Indian Railways. These areas are:

- (a) Tracks
- (b) Bridges
- (c) Signaling
- (d) Tele-communication
- (e) Rolling stocks
- (f) Station and freight terminals.

Track and Bridges

The Government wanted to reduce the burden on over saturated routes. By upgrading existing routes and upgrading capacity. If the Ramganjmandi Bhopal train line is developed, it will further reduce traffic congestion on the typical route. But the Government needs to put in money when it counts and develop this route via Jhalawar to Bhopal.

Signaling system will further improve the signaling mechanism. This will assist in inter-locking and assist in the level crossing. If the signaling was there may accident

could be averted. A significant provision would be the train projection and warning system (TPWS), this will assist the train to stop and apply its breaks if the train over shoots the signals. The Government plans to put in Rs.2,002 crores in 2012-13. I just want to see and watch if this budget sanction does take place.

Rolling Stocks

In order to upgrade the coaches, locomotives and wagon, the Government needs put in Rs. 18,193 crores and in the next five years put in Rs. 1,70,751 cores. How will the Government get this money? I fail to understand Railway Minister to needs to explain this process.

Stations and freight Terminals - they are the business centres. In order to make revenue, these centres need to have the ambience where business can be conducted. Therefore, I like the idea to create a organization such as the Indian Railway Station Development Corporation. They are supposed to develop the stations on the lines of Airports. The funding of the project is through PPP route. But I hope these stations are not safe to developers at cheaper cost and we hope the local residents do get work in this areas. To help the Good sheds, a logistic Corporation was to be created. We hope this logistic corporation will assist the areas of the farming community and the aam admi.

The Railways were able to achieve 4.500 km route electrification. But in 12th Plan, the electrification will go to 6500 km. But greater focus needs to be done on this as energy cost like disaster product are missing therefore we need to move towards electric power rather than diesel power. A large allocation needs to be provided.

In order to reduce congestion, we are looking towards the freight corridor. This will assist the development of States through which it passes through. My state of Rajasthan will benefit from this corridor. We hope the employment and jobs will be provided to local community and land which taken from the farmers would get the correct amount for the land taken by the Government.

Travellers in today's environment needs amenities. In order to reduce congestion we are looking towards the freight corridor. This will assist the development of States through which it passes through. My State of Rajasthan will benefit form the corridor. We hope the employment and jobs will be provided to local community and land which taken from the farmers would get the correct amount for the land taken by the Government.

Travellers in today's environment needs amenities. The Indian Railway Station Development Corporation is planning to develop 100 stations in next five years. But there are 8000 stations. They need to have proper waiting halls, adequate lighting, water toilets and proper platform. The allocation for Rs. 1.102 crore which is pretty much less than expectations we hope the amenities are improved in the future. In the future we need to WIFI on trains and SMS alerts etc.

In today's environment, security of the passengers is necessary. The Government should have RPF personnel in each trains and have proper integrated security system. This is necessary as terrorist activities are on the rise in India.

It is nice to see the railways are also looking to cater to the handicapped individuals by providing compartments and toilets to suit their needs. We hope all regions will get this facilities.

I have been lucky to represent the constituency of Jhalawar-Baran for almost 8 years. I thank the former Railway Minister for giving us a passenger train daily from Kota to Jhalwar city. We hope the train line from Ramganjmandi to Bhopal gets developed. It will help farmers and the aam admi.

The train station of Choumela and Bhawari mandi needs to get better amenities for the upgradation of the respective stations. We need the upgradations of Train stations also at Anta, Baran, Salpura and Chabbna train stations.

The electrification work from Gunda to Kota needs to be completed as early as possible. It will help the cargo of coal which enters Rajasthan from this point and the local passenger.

As a local representative, I would urge the Government to stop the following trains at Baran Station:-

- 1 Bhagalpur - Ajmer (at Baran)
- 2 Kolkatta - Ajmer (At Baran)
- 3 Shalimar - Udaipur at Baran
- 4 Davodya Express at Anta Railway Station
- 5 Stoppage of Shatabdi (Bhopal) at Dhopur junction.

I hope the Railway Minister will consider my views and assist the aam admi.

*SHRI ANURAG SINGH THAKUR (Hamirpur, H.P.)

The Railway Budget for the financial year 2012-13 has been blight for the common man. A week prior to the announcement of the budget, the freight rates for various commodities including food grains were hiked. The Aam Aadmi is beset with the already high food prices and this move shall further become another burden on him. Besides, he is now required to pay 20-30% higher prices for traveling also which shall further bleed him off his finances. In return the railways might announce some piecemeal measures to improve sanitation, platform modernization, safety, etc. facilities available to the passenger but the speed of implementation of such reforms is not a secret. The Railways is yet to deliver on its past promises of improving passenger facilities at stations and inside trains. For instance, under the Adarsh Station scheme for railway stations' modernization, 236 stations were to be modernized while till date only 9 stations have been modernized, and the budget has added another 85 stations to this list.

Passenger traffic has grown at an average rate of 10 % each year. Earnings have increased at a slightly higher pace, implying that most passengers have been spared increase in fare. Standalone passenger operations have continued to be loss making. Freight traffic has grown too, but at a lower rate of about 7% and unlike the passenger segment, freight fares have increased significantly over these years.

Freight forms the backbone of Railways revenues. Even today, it continues to account for almost two-thirds of total earnings. However, Railways' market share in freight has decreased steadily over the past few decades-it dropped from 90% in 1950-51 to less than 30% in 2007-08. The main reason for this decline are high pricing (to subsidize passenger travel) and lack of sufficient infrastructure. Railways are unable to provide time tabled freight services. In addition, there are no multi modal logistics parks that could have provided door-to-door cargo services.

Himachal has been receiving step motherly treatment from the Railways since independence. In the past 64 years, only 44 kms of new railway lines have been constructed in the state. This year again out of the 700 kms of new tracks to be constructed, 750 km double gauge and 800 km long narrow gauge lines to be upgraded throughout the nation, not a single kilometer is proposed to be constructed in Himachal.

*Speech was laid on the Table.

Himachal is an important tourist destination. But, only 50 km of rail tracks have been added in Himachal since independence. Also, there are only 3 airfields for small aircrafts in the state. Hence, the Railway Ministry is requested to introduce regular Shatabdis between Delhi-Una and Delhi-Pathankot. It should also be considered that due to security reasons there are only 3 airfields for small aircrafts in the state. Hence, it will be economically feasible to run these trains.

PMO had directed Ministry of Railways to implement the Bhanupali-Bilaspur-Beri rail line project. The funding was to be shared on 75-25 basis between the railways and state govt. But, the Cabinet Committee on Economic Affairs (CCEA) decided that the cost would be shared as follows:-

- 25% State Government
- 25% Railway Ministry
- 50% Finance Ministry

This is not in line with PMO's direction.

Another issue is that the 25% share of the State Government included the cost of land acquired. The cost of land was assessed at 70 Crore. Any increase in actual cost of land acquisition was to be borne by the State Government This is again more as per PMO's direction. The PMO had stated that the complete cost of land would be included in the state's 25%. Thus, the state will not have to bear 25% of the project cost plus the excess cost of land when the acquisition is actually done.

Another issue is that the Railway stopped the land acquisition after acquiring 20 kms of land in 11 villages. This and the delay in deciding the funding pattern is delaying the project which has to be completed by December, 2015.

It may also be noted that if the Bhanupalli-Bilaspur-Beri line is extended till Leh, it shall be of great strategic importance for the security forces.

The PM visited HP in May, 2005 and promised the completion of broad gauge rail lines on the Nangal-Talwara route. He had also promised that the railway ministry was to provide an additional Rs. 270 Crores (apart from the rail budget) for the project. The current situation is that the Railway Ministry has not yet allocated the money for the broad gauge line in the 2011 budget. We request them to include the same in the 2012 budget.

Another big problem is that the railway Ministry has been reducing the budget allocation to the state. In July,

2011, the allocation was reduced from 23 Crores to 10 Crores. In 2010-11 the allocation was reduced from 50 crores to 38 crores.

A survey for the Baddi-Kalka broad gauge Rail line was completed in April, 2011 and the cost was estimated at Rs. 385.45 crores. It may be noted that the rail line is very crucial for upcoming educational, industrial and commercial hubs (especially the cement industry) in the Baddi-Barotiwala-Nalagarh belt. We request the Ministry to make provisions for the same in the 2012 budget.

SHRIMATI SUSHMITA BAURI (Vishnupur): Mr. Chairman, Sir, you have given me the opportunity to speak or rail budget of the year 2012-13. I am grateful for that. I feel that the rail budget presented by previous railway Minister is not good for the masses. I oppose it. I would like to say that the increase of 20% in freight charges is not the right thing. In the morning today itself it was discussed that the masses are behalf poverty line. If the freight charges are increased 20% according to the inflation. ...(*Interruptions*)

MR. CHAIRMAN: Sir, it would be appropriate if you put forth your demands. That would cover your points.

...(*Interruptions*)

SHRIMATI SUSHMITA BAURI: Please give me some time.

MR. CHAIRMAN: Okay.

SHRIMATI SUSHMITA BAURI: Common man would find it difficult to get essential commodities. These days such people do not get two times meal. It would get all the more difficulties after this. Hon'ble Minister is sitting here. ...(*Interruptions*) I would like to say him that this should be taken back. The increase of fare of the class, in which masses travel, should be taken back.

Hon'ble Minister has spoken about the fuel advancement component in this budget that the rise in fare, every time the rates of fuel increase. I don't think it right you should take it back.

I would like to raise 2-3 issues regarding my constituency. Hon'ble Railway Minister frequently visits my constituency. I would like to speak about the demands of people there. Work on Vishnupur-Tarakshwar railway line has been completed upto Gokul Nagar only. Please get it done upto Tarakeshwar because that is not being done for the last many days. The work on Bankura-Mukut Manipur railway line is also not being done. Please get it done. There are a number of tribals living in Bankura, who have

never seen a rail. They are waiting with hope. A line for Mukut-Jhilmili has been announced in Budget. That is also good. The line from Vishnupur to Aadra should be extended upto Khadagpur. There is no train from Bankura to Howrah in the morning. There should be a train for Howrah in morning at 10.00 AM. I would request Mukul Da to kindly do this. ...*(Interruptions)* The work on BDR train, which presently goes from Bankura to Rayana is going on upto Masagram. But how to travel to Howrah from Masagram. Earlier railway showed it direct upto Howrah. But now they will have to deboard at Masagram and change from there to reach Howrah. This is not right. ...*(Interruptions)* You should make it direct upto Howrah.

Police harass rail hawkers. Please give them licences. They give us their services.

You have not given me sufficient time. I have these 2-3 demands. I thank you and oppose the increase in freight in rail budget.

*SHRI NARAYAN SINGH AMLABE (Rajgarh): I support the rail budget presented for the year 2012-13. A special thing in this budget is that it provides for some or the other thing for each part of the country. The budget aims at finishing the work on 45 new lines, which will cost Rs. 6872 crore. It definitely is a commendable step.

I would like to bring the attention of the government towards the construction of a long awaited railway line. Ramganjmandi - Bhopal under Western-Central Railway zone which was sanctioned in 2001 and which comes in my Constituency and is 262 Km long. The work on this has been finished upto Jhalawad, but the work on remaining part in Rajasthan and in Madhya Pradesh is pending since long. I would like to request that the work on said railway line may be expedited. For this the work from Byawara in Madhya Pradesh may also be started so that the work on this line may be speeded up.

Besides, this year the budget on this line, which is likely to cost Rs. 1225 crore may be enhanced to Rs.500 crore, then only you would be able to see the construction work.

At the end, concluding my speech I would like to request - Hon'ble Railway Minister to provide for a stoppage of a least for one minute of a train no 19501 and 1950 Kota-Indore Intercity Exp. and 11701 and 1170 Indore-Jabalpur Intercity Exp. Trains, which pass through my constituency, Rajgarh at Pachore and Sarangpur as well

as Ruthiyai's respectively. The said stoppage would fetch more income to railways and facilitate people at the same time. Besides it would not make any difference in the speed and time of the train.

*SHRI CHANDULAL SAHU (Mahasamand): The budget presented by Railway Minister neither fulfills the expectations of railways nor of the country. As always, this year also, thus has a number of attractive thing and new announcements. It has no reference regarding implementation of providing schemes. Besides passenger fares have been increased. This budget is an empty box. No immediate relief has been provided in the budget. There is no detail as to how would it improve passenger facilities.

I would thank hon'ble Dinesh Trivedi, the Railway Minister for he has provided for a survey for a new rail line from Mahasamunda to Dharanjaigarh (Odisha) via Pithora, Basana, Sarvaipali, Bargesh (Odisha) and Raipur, Rajim, Gariyadand, Maunpur, Devbhog as I had demanded. Efforts of Chief Minister of Chhattisgarh, Dr. Raman Singh are commendable in this regard. Besides, it has also been appreciable that Hon'ble Railway Minister visited several sates to know the problems and rather the information from local representatives. But unfortunately the railways, the basis of the progress of the country is passing through a bad phase. It has become a big question that when and how would it be able to provide rail security, passenger safety budget. Budget has no clear mention about it. But he steps to provide for 900 km new railline every year is a commendable step.

Many parts of the country are still out of rail network. On the other hand there is a lot of pressure of passengers. People have to stand in lines for hours. There is a heavy rush of people in general boggies, even people are but to go to the roof of the trains. Nothing has been done to bring improvement for this passenger fare has been increased but no attention has been paid to the security and facilities people are loaded all the more without any relief. We say our country to be democratic but people have got no facility.

UPA Government at centre is under heavy pressure because of it being coalition government and Cabinet is collectively responsible but it has put to abide by the dictatorial orders of Mamta Banerjee keeping aside its collective responsibility. It is unfortunate that the Minister who was supposed to present the budget was replaced by the other Minister.

Bilaspur railway zone of Chhattisgarh is most revenue earning zone but this state is zero in railway facility. Even after 64 years of independence Chhattisgarh could not get sufficient railway facilities and rail lines and neither the Railway Medical College, announced earlier, has yet been opened.

High Court of Chhattisgarh is situated in Chakarbhata of Distt. Bilaspur. No express train has a halt here. Therefore my demand is that a halt to Danapur and Link Express may be given at Chakarbhata and a railway bridge may be constructed from Mahasamunda to Tufgaon and Mahasamunda to Nadimod.

[English]

*SHRI K. MURUGESAN ANANDAN (Viluppuram): Sir, I thank you for giving me this opportunity to participate in this discussion on the Railway Budget for the year 2012-2013. I would like to point out that this Budget is greatly disappointing. No significant project has been announced for Tamil Nadu.

Doubling of railway line between Viluppuram and Dindigul conceived at a cost of Rs.1280 crore has got only Rs.210 crores so far. Only Rs.60 crore has been allocated this year. This reduced allocation has resulted in increased delay in the completion of this project. Hence, I urge upon the Railway Minister to allocate more funds for this project.

A plan to construct a railway bridge at a cost of Rs.18.2 crores in Olakkur in my Viluppuram Lok Sabha Constituency has got a meagre allocation of Rs.10 lakhs this year like last year. So far only Rs.20 lakhs has been released. Let me point out that this trickling of funds at a slower pace will only delay the project further adding to the sufferings of the people due to traffic congestion. This would result in cost escalation too. Hence, I urge upon you to release the entire amount and expedite the work to complete the project at the earliest.

I have requested you to lay a new railway line between Tindivanam and Tiruvannamalai via Gingee. This has not been acceded to so far. I request the Minister to consider taking up this project and make an announcement in this regard in his reply apportioning funds for the same.

I am also to request the Railway Minister to provide a direct connectivity to Salem from my home town Ulundurpet by way of laying a new railway line between Ulundurpet and Kallakurichi.

Though the Viluppuram railway junction has been given a face lift, the toilet facilities are not in place properly. Hence, I urge upon you to establish proper washroom facility and a first-aid-medical centre there.

In order to benefit the farmers and the workers going to the sugar factory unit in Mundiampakkam and to extend benefit to the students, staff and the patients and also the doctors and nurses going to the medical college hospital there, the Railway Minister may kindly provide a stoppage at Mundiampakkam for all the trains passing through that station both from north and south.

Aayandur railway station may kindly be provided with a stoppage for all the passenger trains running between Viluppuram and Tiruvannamalai. All trains running between Chennai and Thanjavur via Panruti may have a stoppage provided there. Similarly, Valavanur may be given stoppage for all the passenger trains running between Puducherry and Viluppuram.

Viluppuram-Puducherry passenger train may have a revision of its time schedule to benefit the officer goers and students by way of making the departure time from Viluppuram to be 7 am and the departure time from Puducherry to be 630 pm.

Pointing out again that the doubling of railway line between Viluppuram and Chingleput is being delayed beyond measure for want of funds. I urge upon the Railway authorities to see that this project is completed soon without any further delay.

At this juncture I would like to remind this august House of the huge devastation caused by the 'Thane' cyclone in the last week of December, 2011. The cyclone with an unprecedented velocity caused heavy damage to the lives and properties of the people in both Cuddalore and Viluppuram districts of Tamil Nadu and in the areas around Puducherry. Standing crops including cash crops and money spinning vegetation like cashew nut and jack fruit trees were up-rooted in large numbers running to several lakhs. The economic activity there based on these agricultural yield has suffered enormously. The Centre has not released as yet the funds for relief and rehabilitation measures even after the Government of Tamil Nadu writing to the Centre about it. While the Centre has not come forward to come to the rescue of the public there with adequate funds for rehabilitation, at least the Railways must come forward to release funds for the repair works that have got to be done to the damaged properties of the Railways in that stretch which in turn will benefit creating

* English translation of the speech originally delivered in Tamil.

some job opportunities and some economic activities in that cyclone ravaged area. With this, I conclude.

* SHRI RAKESH SINGH (Jabalpur): Indian Railways are the largest network of Asia and the second largest in the world. It is also the largest employer of the world which has about 15 lakh employees. It contributes not only in the development of the country but also caters to the structured requirements of the country alongwith the linking of are as and promotion of national integrity.

In 1853 is started with the journey of 34 kms only between Mumbai and Thani and upto the period of country's independence, i.e. during a period of about 84 years, a total of 54 thousand kilometers of rail lines had been laid.

But in the post independence period i.e. in the last 65 years, only about to thousand kilometers of rail lines have been laid. Today Indian Railway has 7133 stations. Out of a total of 86536 kilometers of rail line, even today 20 percent of them is meter gauge and about 5 percent narrow gauge rail lines. Electrification of more than 70 percent of rail routes as yet, to be undertaken.

It is unfortunate for the Indian Railways that at least the UPA ministers had used it to favour their own persons on selective basis.

The result is that the Indian Railways which were to go ahead with the economy and development of this large country, have gone astray or deviated from its targets.

It has been stated in the Railway Budget that railway stations will be facelifted like airports and will be given world class look. Even Mamta Banerjee had made such announcements but emphasis is not given on making the passenger facilities world class. With their goal of social welfare, Railways have not been able to provide fresh and clean drinking water for their passengers. You have been repeatedly speaking of facilities for the common men. But there is no arrangement for providing even clean drinking water for them. Instead Rail Neer brand drinking water bottles are made available for Rs.10 to Rs.15. Recently in the month of February, former minister Shri Dinesh Dwivediji had announced the installation of 16 new plants of Railneer. You have come in power in West Bengal just for the common men but what have you been doing for them. Only announcement.

I would like to tell Shri Mukul Rai about the announcements made by Ms. Mamta Banerjee las time and the results achieved.

1	2	3
1.	1300 km New Rail lines will be laid.	20 percent work yet to be done.
2.	56 new trains will be introduced.	18 trains are yet to be introduced (33%)
3.	AC Double decker train will be introduced.	Trail of the train has failed.
4.	Anti-fog devices will be installed.	Only in some of trains, these devices have been installed.
5.	New Super AC Class will be introduced.	Nothing known about this new class.
6.	Go India card will be introduced.	Nothing has been done till date.
7.	Deployment on 3 thousand unmanned level crossings.	Not even 50 percent has been completed.
8.	Single Helpline No.	Could not be provided.
9.	18000 new wagon will be introduced.	Not even 15000 have been introduced.
10.	Shelter scheme for the poor.	File is licking dust.
11.	1.75 lakh post of C&D group will be filled.	Only 80 per cent have been filled.
12.	Target of 999 MT freight traffic will be achieved.	Only 875 MT has been achieved.
13.	Cheap Janta Food on Railway stations.	Public is yet looking for it.
14.	Special Gift of 'Yuva Train' for the youth.	How many Yuva trains have been introduced. Now what

1	2	3
		is their future.
15.	Provision of shopping malls on the model stations.	On how many such stations, these have been provided.
16.	50 railway station will be world class	We would like to see even one of them.
17.	Provision of Yatri Nivas on 200 stations.	
18.	Every long distance train will have a doctor	
19.	Commando Battallion for the Railways	
20.	Appointment of lady commandos in Railway Security.	
21.	Multifunctional Complexes on Railway Stations.	

these are only a few of the announcements. If we go in a detail a lot of work is yet to be done.

I would like to tell here that on 5 August 2011, C&AG had presented a report in which it had been stated that Railways Tatkal Tickets System is in the grip of agents. On account of that, needy passengers have not been getting the benefits of it. Such passengers are common man and without making these facilities available for these people. We cannot claim that Our railways have been made world class.

In these days of advancement of Science when the man has reached on the Moon and preparing for the Mars. Railways in this country do not have any device to combat fog. On several occasion we have also reached shows late in the House.

Today's biggest crisis is that of becoming world class. Indian railways have been running several long distance trains without pantry cars. Even if there is a pantry car, there is nobody to check the quality of food. Dirty sheets, pillows and beddings are now the things of the past. Now I carry my own beddings.

Since long they have been talking of installation of automatic alarm system to check accidents but nothing has been done to this date. One or two years back Mamtaji had stated that after one or two years, rail accidents would be the things of the past and in future, there would be no railway accident. I would like to tell here that they should remember what their leader had said and make here recall it.

Hitherto we have been constituting committees. Later on we do not take care of their recommendations. Even now we have the recommendations of Anil Kakodkar

Committee. Recommendations of S.M. Pitroda Committee are also there.

Kakodkar Committee have also stated that during the next five years, 1 lakh crores of rupees will be required for the modernisation of security equipments. Shri Trivediji, in his Budget speech, has spoken of mobilisation of only 24 thousand crores.

Pitroda Committee have stated that 8 lakh 39 thousand crores would be required for the modernisation of railways during the next five years. Out of this amount, 1.10 lakh crores would be spent on the modernisation of Stations and Terminals alone. Perhaps Indian Railways would be able to mobilize 2 lakh crores for that from their stations. But what about the roadmap for the remaining?

Because in this Budget which has now been presented, there are some such announcements which were made even by Ms Mamta Banerjee earlier in her speech. Some of the announcements made recently are as follows:

1. Double decker goods trains will be introduced.
2. 100 stations will be developed like airports.
3. Automatic alarm system will be installed on 3000 km track.
4. In the next five years, all the narrowgauge lines will be converted into broadgauge lines (Nowadays announcements made by the Railway Minister are like wheather agencies (For example Lалуji's announcements).

5. Escalators will be installed at big stations (It was announced four years back to install the Escalator at my station on my demand)
6. Study of High Speed tracks will be carried out. (We are talking of study only even today the Speed of our fastest running train i.e. Rajdhani Express is merely 85 km per hour which used to 50-60 years back in Developed Countries)
7. Toilets in the trains will be built on the patterns of Aeroplane. (Now these will be on the patterns of Aeroplanes or these announcement will be only in the Air).

Some one has stated that USA is a rich country that is why the roads in that country are good. It is not that rather the fact is that U.S.A. is a rich country because its roads are good. There are adequate means of transport there. This can be true in India in the context of railways. If adequate means of transport in India are provided then country will start making integrated development automatically.

But it is unfortunate that Railways is used in this country as a political tool. Instead of judging as to where it is really necessary to develop Railways, it is seen as to where development of Railways is to be done.

If add the announcements made by the former Railway Minister Mamataji to the announcements made by Shri Trivediji, Ex-Railway Minister while presenting the budget, Railways will be having more than Four Hundred projects on which it has to start work. And for these projects as per current rates Railway require Rs. one lakh and twenty five thousand crores. While in your kitty you have only Rs.10 thousand crores. In such case what will happen to your rest of the announcements? And if you do not announce any new project now, it will take you 15 years to complete all the projects as per your present capacity.

Despite all these anomalies you have announced increase in passenger fare this year to improve the railway economy. This was not appropriate time for it because it has become difficult for common man to make both ends meet owing to high price rise due to wrong policies of UPA Government. And this rise in fare will further add to their difficulties.

Now I would like to draw the attention of Railway Minister towards some important problems of any constituency.

My Constituency Jabalpur comes under Mahakaushal

area which is the largest city of Eastern Madhya Pradesh and it is a head quarters of Western Central Railway. Despite these facts still this area is being neglected. This area has rich minerals and it also has tourist places like Kanaha National Park, Bandhavgarh National Park, Amarkantak, Chitrakoot, Bhedagath. In this place our tribal brethren are in majority. The place is the originating point of Narmada river but it is backward from Railways point of view.

Jabalpur-Gondia Broad gauge project which was started during NDA Government is very important for the development of this area. For this project Rs.109.32 crore which was an adequate amount, were provided upto the year 2003. The discrimination started immediately after UPA Government came into power in the year 2004 and this year only Rs.38.06 crores have been allocated for this project. Then in 2005 Rs.25.00 crores, in 2006 Rs.57.40 crores and in 2007 Rs.60 crores, in 2008 Rs.60 crore, in 2009-2010 Rs.70 crores and in 2010-11 Rs.100 crores were provided. But Hon. Minister has provided only Rs.30 crores for this important project. What kind of development is this? When this project will be completed then all the trains from east to South will have to cover 274 km less distance. In addition to saving in time and Fuel Railways will get another parallel track to Itarasi to Nagpur which is the busiest route. I would like to inform Hon. Minister that this project was to be completed in 5 years at a cost of Rs.511 crores. Now a period of 12 years has passed and the cost has escalated to Rs.1038.00 crores. The announcement made by Railway Minister is the announcement made by Government. When Shri Lallu Yadav had visited Jabalpur in 2008 as a railway Minister, then on my demand he had announced during a programme of Railways that this project will be completed by the year 2011.

Now the present position is before you. I had met Railway Minister twice before this budget. I also met twice with Chairman, Railway Board and every time I was given an assurance that this project will be expedited but this time UPA Government and Railway Board has stopped this project. Are you putting the patience of people of Jabalpur including the people of whole of Mahakaushal to test? If the people of these area lose the patience it will be very difficult. You have been witnessed to this thing earlier also. But now the agitation of Jabalpur will not remain confined only to Jabalpur area but it will spread to whole of Mahakaushal. Therefore, I request that injustice should not be done to we people and adequate funds may be allocated in the budget of this year for this project.

I would like to thank the Railway Minister and Chairman of Railway Board for sanctioning electrification of Itarasi-Jabalpur Naini Railway section on my demand but you have sanctioned only Rs.10 lakhs for this project of Rs. 927.86 crores. You know very well the benefits of electrification therefore, I have full faith that during coming years you will allocate sufficient funds for this project and help to complete within the prescribed time period.

It is the need of the people of Jabalpur that some trains should be introduced starting from Jabalpur:

Jabalpur to Bengaluru-Mysore

Jabalpur to Amritsar

Jabalpur to Kolkata Via Bilaspur

Jabalpur to Pune

Jabalpur to Allahabad

Jabalpur to Chhapra Siwan

Jabalpur to Puri

Jabalpur to Ajmer

In addition to these demands I have given my other demands to Chairman, Railway Board and with this demand that Jabalpur should be developed as a station of International level as Jabalpur is the headquarters of Western Madhya Pradesh Zone which is also the headquarters of whole of Eastern Madhya Pradesh. MadanMahal, Kahpur, Sihora, Shahpura, Adhaartala Devri (Pannanagar), Gosalpur and Bhedaghat stations may be developed and provided adequate passengers' facilities and amenities.

*SHRI KUNWARJIBHAI MOHANBHAI BAVALIA (Rajkot): I congratulate the Government for this fine budget. Though this budget has brought so many new things but the people of Sourashtra feel that like every year they have been neglected this year also. Rajkot is a trade centre of Sourashtra. Every train going to Saurashtra passes through Rajkot and that is why Ahmedabad-Rajkot route remain over crowded. In addition to that a large number of small, medium and heavy industries and factories are also there in Rajkot, Porbandar, Veshwal, Jamnagar and Junagarh areas. Thus all goods are transported through this route. If due to some accident, this route is closed, rail link for sourashtra is also closed. This happens because there is a single track from Rajkot to

Surender Nagar and there is no alternative route to reach Rajkot. Therefore, I would request that Rajkot-Surender Nagar rail line may be doubled and Somnath-Veshwal-Junagarh-Gondal-Jasdan-Botad-Ahmedabad rail line may be re-started after converting it into broadgauge line.

It is not a very difficult work. Jasdan to Gondal is just a 30 km. stretch. If this line is constructed Sourashtra will get a new route. This route will be very difficult to the cotton industry of Gondal, Jasdan and Rajkot.

In addition to that I would like to submit following demands also:

1. Girnar, Somnath and Veshwal should be linked with long route train service.
2. Rajkot should have a direct train from National Capital Delhi.
3. The headquarters of Western railway should be shifted from Mumbai to Ahmedabad.
4. Rajkot-Main and Bhakti Nagar Station should be upgraded.
5. For the development of salt industry in Maliya train wagons should be provided to them.
6. Underbridges or overbridges should be constructed on No.119 Morabi crossing, No. 31 crossing, Morabi city, Airport Road and Rio crossings in Rajkot city. For the construction of these works State Government and corporation are ready to pay 50 per cent of the total amount required.
7. DMU services should be introduced on Rajkot to Porbandar and Rajkot to Morabi routes.
8. Electrification or Ahmedabad-Rajkot route should be done and this route should be converted into double line.
9. Tankare, near Jasdan is an historical place where Swami Dayanand Saraswati was born. A narrowgauge line is there. I would request that Tanbara be linked with broadgauge line.

As you know that Gujarat is a leading state in dairy products. Today India is facing the problem of synthetic milk and we have to think of it seriously. If adequate railway facilities are provided to Gujarat, it will prove to be a 'Kamdhenu' to morden India and our country would get supply of pure milk.

I am thankful to you for providing me a opportunity to make my submission.

*Speech was laid on the Table.

* SHRI KHILADI LAL BAIRWA (Karauli Dholpur): The financial condition of Railway is very critical which a matter of concern. Due to political reasons its financial condition is further deteriorating. Railway is a big earning department of the Government and this department owe a special responsibility for the development of the country.

In my constituency, Tatpur-Motiali-Venshi-Pahadpur railline has been included for financial survey for which I am grateful to the Government.

The work pending with the Railway department like gauge conversion, construction of new lines, new trains, increasing frequencies, increase the number of Railway Station can not be competed without adequate funds. Today even if a tenant living in a house he has to increase rent as per the price hike in the agreement. Prices have gone up, diesel rates have gone up. Spare part's cost has increased, income of people has increased but it is very unfortunate that railway has not increased its fare for many years. For this purpose all political parties should think over it and make a provision that every year train fare will be to increase by a fixed percentage be any parth may be in power.

Recently a small increase in Railway fare is a welcomestep. It will cause no burden on the general public but it will definitely improve the critical economic health of our railway.

I demand that every year 5 percent rail fare should be increased. In my constituency Karahli, Dholpur, a new gauge conversion and a new line has been approved. But the way the work is going on there it will be completed in next 20 years. There limit should be fixed for the completion of a project and adequate funds should be allocated so that all projection could be completed on time.

Dholpur station is there in my constituency and I have been demanding since long for a stoppage of trains Sridham Express (2191-2192) and Shatabdi Express 2001-2002 at this station.

Department is not listening to the demands. Keeping in view the demand of general public a stoppage of these two trains at Dholpur should be provided immediately.

My second demand is about Delhi-Mumbai line on this route Hindon is a big town which is a district sub headquarter. A large number of passenger come here.

Therefore, I demand that a stoppage of Mewat Express (2963-2964) should be provided there.

In my constituency gauge conversion and a new line has been approved. It is Dholpur-Sarmthura-Karouli-Gangapur city line. From there it is from Muhari station to Tatpur via Banshi Pahadpur. The work of gauge conversion and new line should be completed at the earliest, but only Rs.20 crore has been sanctioned in this Budge which is not sufficient. I demand that a promise of Rs. 200 crore should be made in Budget for this purpose.

[English]

SHRIMATI J. HELEN DAVIDSON (Kanyakumari): I am thankful to you for giving me an opportunity to speak on the Railway Budget 2012-13.

I congratulate the hon. Railway Minister for presenting the Railway Budget. I am also very much grateful to my leader Dr. Kalaignar for always pursuing the matters and the needs of my State with the Union Government for the speedy implementation of the railway projects all over the State of Tamil Nadu.

I would like to express my sincere thanks to the Railway Minister for the 'Izzat' scheme which was introduced in the 2010-11 Budget for the benefit of the poor and downtrodden ones to travel by train. I thank him for extending the travel distance from 100 kms. to 150 kms. under this scheme, thus covering all designated suburban sections keeping the rate of Rs. 25 unchanged. The 'Izzat' scheme has been very successful in my Kanyakumari constituency. So far, more than 10,000 labourers had utilized this scheme.

18.11 hrs.

(SHRIMATI SUMITRA MAHAJAN in the Chair)

Hon. Railway Minister had announced some new railway lines and also introduced some new trains for Tamil Nadu for which I am thankful. I sincerely thank the hon. Railway Minister for increasing the frequency of Hazrat Nizamuddin-Kanyakumari Thirukkural Express. By this, lakhs of people will be benefited as this is the only direct train from New Delhi to South and Central Tamil Nadu. As the train has proved to be successful, constant efforts were made from different quarters to increase the frequency of the train.

I also extend my thanks to the Railway Minister for announcing new surveys for line doubling projects linking Madurai-Tirunelveli-Kanyakumari along with electrification

and Thiruvananthapuram-Kanyakumari line and the electrification of Coimbatore-Mettupalayam route and surveys for other new lines. I also thank him for setting up of windmills and completion of Mass Rapid Transit System in Chennai.

Kanyakumari is one of the most important tourist spots as well as pilgrimage centres of India. More than 30,000 tourists including foreigners from all over the world and India are visiting Kanyakumari every year; it is being developed as one of the very important tourist destinations. Many projects amounting to Rs. 10-15 crore for the development of railway projects in my constituency have been sanctioned. But no work had started due to insufficient fund. Hence, I request the Government to focus on Kanyakumari for releasing the sanctioned funds to start all the railway related projects within a month.

Safety and security is very important for railway passengers. More police forces should be deployed in all the trains and particularly, in ladies coaches so that they can have a safe and comfortable journey. A large number of female passengers are traveling alone in various trains. Lady security personnel must be deployed for their safe journey as people consider the train journey as the safest mode of journey.

This Budget has increased the passenger fares. The fare of the sleeper class should be reconsidered because the poor people travel - a little rise is all right, but this increase is too much. The quality of food given to the passengers at railway stations is not good. The long pending demand of the people of my constituency is for the formation of Parrathipuram Railway Station which is situated in NH-47 and has a number of educational institutions and hospitals, so that they can have access to Parrathipuram and that Nagercoil Town Station is developed. Train terminal facilities at Kanyakumari and Nagercoil Stations are required.

There is a long pending demand of the people that there should be stoppages of all the trains leaving Chennai and coming to Chennai at Thirusoolam Railway Station, which is near Chennai Airport.

Since my entry to the Parliament, I have been requesting for a daily train between Bangalore and Nagercoil. But the Government has not heard the demand of public during the past years. For the last so many years, in every Budget we have been requesting and eagerly expecting the announcement of one permanent daily train on this route But Railway has intentionally or unintentionally

avoided this very essential daily train between Bangalore and Nagercoil via Madurai.

In 2008-09 Railway Budget, the then Railway Minister had announced a survey for a new broad gauge line connecting Karakudi and Kanyakumari via Ramanathapuram and Tutucorin along the East coast. Subsequently the Ministry invited bids for the Survey. But in this Budget no word has been mentioned regarding this project. Hence, I would request the Government to sanction enough funds for this project.

We have also been demanding a train to Kanyakumari district from Hyderabad but this request has also been unheard. We have a very few trains towards Tiruchirappalli via Tirunelveli and Madurai. The people of Kanyakumari would be grateful if the Government extend the recently announced Tiruchirappalli-Tirunelveli Intercity Express via Madurai, Virudunagar up to Nagercoli.

[Translation]

*SHRI GOPAL SINGH SHEKHAWAT (Rajsamand): I am feeling proud beyond words while speaking in this August House of the country in support of Budget. We all know that Railway is a centre of development of the country as development takes place from where it passes. The Railway Budget of 2012 is an unprecedented one.

I would like to draw the attention of the government towards development provisions of Railways in respect of Rajasthan. I would like to thank the government for laying two new lines i.e. from Pushkar to Mendta and from Bar to Bilada in my Parliamentary Constituency of Rajasthan. I would also like to thank the Minister of Railways that pre-feasibility study for high speed corridor from Delhi to Jaipur, Ajmer and Jodhpur has been included in the Budget of 2012-13. I am pleased to say that during the last few years metre gauge lines have been converted into broad gauge throughout the country and a policy of same gauge throughout the country has been made. But I would very humbly submit that a very important rail line from Mawli Junction to Marwad in my Constituency is still meter gauge. This line connects southern Rajasthan with Western Rajasthan from geographical point of view. This line will also connect border areas of Rajasthan with Jodhpur, Barmer and Bikaner which are very important from Strategic and industrial points of view.

Beawar is one of the biggest cities of Rajasthan in my Parliamentary Constituency. But I am sorry to point out

*Speech was laid on the Table.

that many important trains do not have a stoppage at this big station. It has been replied several times that stoppage of Beawar is not possible keeping in view the speed of trains. Not having a stoppage of important trains at big city like Beawar is neither fair from commercial point of view nor from passenger amenity point of view. I, therefore, request the Hon'ble Minister of Railways that a stoppage of trains viz. Delhi-Ahmedabad Ashram Express, Delhi-Bandra Terminal Garib-Rath, Varanasi-Ahmedabad Express and Sultanpur-Ahmedabad Express may be ensured at Beawar Station.

In my Constituency a 72 seater Rail Bus runs for commuting from Medata Road Junction to Medata City while hundreds of passengers travel in each train from Medata city to Medata Road. Rail Bus is very small keeping in view the number of local passengers. It is, therefore, requested that a train with more coaches may be introduced for convenience of local people.

It is requested that the train from Jodhpur to Sarai Rohilla via Ratangarh which runs twice a week should also be made a daily train.

I request the government that a stoppage at Marwar Junction may be provided from Ahmedabad-Delhi Rajdhani so that people commuting from cities like Jodhpur and Pali could be benefitted.

It is requested that a stoppage may be provided at Gotan station for the train running from Delhi to Sarai Rohilla via Ratangarh.

I request the government for fulfilling some other demands also. An express train on Delhi, Jaipur, Ajmer, Pali and Jodhpur rail route may be run till a Bullet train proposed on this route is not run.

Jodhpur is another big city of Rajasthan which is important from strategic and tourism point of view. Thus, a train from Jaipur to Jodhpur in the morning and a train from Jodhpur to Jaipur in the evening should be run between Jaipur and Jodhpur. A lot of population of Marwar (Jodhpur) live in Southern India. Therefore, Jodhpur-Chennai and Jodhpur-Pune train should be run daily.

Alongwith above demands, I would like to request the Hon'ble Minister of Railways that rail line from Jaipur to Jodhpur may be doubled so that border area could be benefitted from strategic point of view besides operation of Railways.

With these words, I once again support this Railway Budget.

[English]

*SHRI P. VISWANATHAN (Kancheepuram): I congratulate the Railways Minister for his development oriented budget. Railway travel is preferred by the poor and middle class people. The evolution of travel started from bullock cart, cycle, rail journey and plane. Rail travel is preferred because of its convenience. Most of the political leader spent half of their journey in train travel only. Students, of late, opted for road travel due to accident, delay in train journey, signal problem, lack of drinking water facility and congestion in platform.

14 lakhs employees are supporting the present rail budget hoping that the railways can compete with other mode of transport in the coming years. Of late, the accident on rail tracks is on higher side due to unmanned level crossing. I appreciate the Railway Minister's effort to form Rail Road Grade Separation of India in the correct path to reduce the human loss of life. The achievement of reduction of accidents per million train km from 0.55 to 0.17 is really a remarkable achievement. But Railways should take steps to achieve zero death.

I am happy to welcome the proposal for Palur Rail Neer Plant II announced by the Railway Minister and pleased to inform that the earlier plan was opened by me. I request the Railway Minister to appoint Group C category from the local people.

While appreciating the passenger fare increase, I request the Minister to give special importance for safety and passenger amenities. At the time of supporting the Railway Budget, I request the Railway Minister to consider the following problems faced by the general public in my Parliamentary Constituency.

1. The Railway Ministry has recommended 85 new line projects to Planning Commission for approval. I whole heartedly welcome this proposal. The new line project of Avadi-Guduvancherry-via Sriperumbudur and Oragadam will be beneficial to large population due to the proximity to Sriperumbudur and Oragadam due to the presence of large industrial parks, MNC companies, heavy industries and automobile industries. I wish that the project should be implemented speedily in the interest of the public.
2. In the Railway Budget, there is a proposal for 111 new line surveys to be taken during 2012-13. In this

*Speech was laid on the Table.

new proposal, the item no: 41 states that Chennai to Sriperumbudur via Guindy, Poonamalle survey will be undertaken. But I wish to remind the Railway Ministry that the survey has already completed 2 years before the following route.

Kancheepuram + Enathur + Rajakulam + Sunguvarchatram + Sriperumbudur + Irungatukottai + Poonamalle + Avadi. Instead of initiating new rail survey, the survey completed already can be recommended to Planning Commission for implementation.

3. The modernization of Kancheepuram Railway Station has been approved during the year 2011-12. But the work has not been undertaken till date. Kancheepuram is one of the ancient temple city having a parallel to Mathura, Tirupathi, Nathwada and Puri. Apart from the temple city, it is also the city of education and famous for silk works. I hope that the Ministry will take immediate steps to implement the modernization without any further delay to avoid escalation of cost.
4. In the Railway Budget speech, our Hon'ble Railway Minister has mentioned that in Chennai area, there is a proposal to run 18 additional services. Out of the 18 additional services announced, I would like to request the Hon'ble Minister that the Chennai Beach to Chingleput Service can be extended to Kancheepuram. This will benefit the students, employees, pilgrims who are visiting nearby Mahabalipuram and the general public.
5. The Railway Minister has announced for 6500 route Kms in the current plan against 4500 route Kms electrification during the 11 Plan (item No. 49). I request the Hon'ble Minister to implement the long pending Thakolam to Arakonam 7 Kms electrification immediately. Hon'ble Union State Minister for Railways Shri K.H. Muniyappa vide his letter No: 2007/RE/161/3/4 dated 12.01.2012 has mentioned that the work is pending due to objection from local people. The Government can settle the land acquisition immediately outside court settlement and can implement the project immediately which will benefit large number of public.
6. Kalpakkam is one of the biggest towns in Kancheepuram Parliamentary Constituency having several units of DAE (Madras Atomic Power Station, Indira Gandhi Centre for Atomic Research, Bhavini,

CISF Unit, Kendriya Vidyalaya Schools and several establishments. Mahabalipuram, Tirukalukundram and Tiruporur are nearest to Kalpakkam which are famous for tourism as well as pilgrimage centre. A Railway Reservation Centre at Kalpakkam shall be beneficial to tourist, government employees and for the general public.

7. Chengalpet in Tamil Nadu is an ancient district which is more than a century old and the total surface area is 6.09 square kilometers. Large number people had constructed houses in the neighbouring places like Vallam, Melamaiyur, Alapakkam and Nenneli. Besides about 1,20,000 people are living in Thirukazhukunram, Thiruporur, Kalpakkam, Sathurangapattinam and Mamallapuram. They commute to and from Chengalpet every day for their daily needs. This includes school and college going student, traders and also many patients who visit Chengalpet Government Hospital for getting treatment. These people suffer a lot due to the closure of LC 54 Railway Gate at least 70 times a day. Large numbers number of people were trapped due to closure of the gate during Tsunami while fleeing to save their life.
8. LC 54 Gate is the only way through which people can get away in case of any untoward mishap at Kalpakkam Atomic Power Station. If the gate is closed when such a critical moment occurs, it will be a terrible threat and the loss would be countless. I request the Hon'ble Minister to speed the completion of bridge work which is pending from the Railway side. 8. My esteemed colleague Mr. K.S. Alagiri's proposal for the new train between Cuddalore to Bangalore via Melmaruvathur-Kancheepuram has to be considered favourably for immediate implementation. Hon'ble Union State Minister for Railways has already visited Melmaruvathur and the Railways inclination to start a new trains service from Bangalore to Pondicherry via Melmaruvathur-Kancheepuram can be extended to Cuddalore which is nearer to Pondicherry.
9. Kancheepuram attracts thousands of tourists from all over the country and abroad. The nearest main City is Chennai. Many people want to visit the important places in Kancheepuram within a day and return to Chennai by the evening. In order to facilitate such tourists and also attract more tourists, the first train departing early morning from Chennai

Beach station for Chingleput can be extended upto Kancheepuram. This may be considered on top priority and necessary steps to be taken immediately.

10. The Southern Railway has completed the alignment for the following two routes:

- (a) Chingleput-Mahabalipuram-Kalpakkam-Pondicherry-Cuddalore
- (b) Chennai-Perungudi-ECR-Mahabalipuram-Kalpakkam-Pondicherry-Cuddalore

I request the Railway Ministry to take any one of the routes mentioned above for survey and for approval at the earliest. The distance of the above route shall be approximately 120 kms and 200 kms respectively. This will facilitate the costal movement of passengers conveniently and scope for increasing tourism thereby the Railways can increase their revenue.

To conclude, I wholeheartedly support the Railway Minister for presenting a good budget in the interest of the public. I welcome Mr. Mukul Roy in his new assignment and hope to fulfil the aspirations of general public.

SHRI M.K. RAGHAVAN (Kozhikode): Respected Madam Chairman, thank you for giving me this opportunity to participate in this discussion on the Railway Budget 2012-13.

Indian Railways is not only a mass transport utility but it is India's lifeline also. It is a source of our national pride and a force of national integration. I would like to draw the kind attention of this august House to the facts and differences between the progress of railway network between India and China.

In 1947 India had 53,396 km. of rail network while China had only 27,000 km. Today, China has around 1 lakh km. network while India has only 65,000 km. rail network. The Indian passenger trains run at a maximum speed of 150 kmph while Chinese trains run at 350 kmph. About 25 per cent of the rail bridges are over 100 years old. As the hon. Minister has pointed out in his speech, we should not allow the Railways to follow the Air India way. I would like to know what action is being taken to implement accelerated growth of rail network of India.

Former hon. Railway Minister, Trivedi ji once told in Trivandrum that he loves Kerala very much because Kerala is truly god's own country. Unfortunately, I am really sorry to say that the people of god's own country are blessed with only one train during this Budget. Not only that,

especially Malabar region which includes my constituency is neglected by all means. I would like to remind that Malabar region is very much an integral part of the country and it is not outside the country.

In the Budget speech of 2009-10, the then hon. Railway Minister Mamata ji announced that Calicut railway station would be upgraded to world class railway station. I would like to bring to the kind attention of the hon. Minister that till date this remains a dream. The present Budget is silent on this. I would like to know the plan of action to honour this committed promise.

Secondly, there has been a consistent demand for the following genuine proposals which I have raised in this House several times and would request the hon. Minister to include them in his reply:

1. Construction of Pit-Line at Calicut West Hill Station. This will help for origination and termination of trains. Sufficient land is available for this purpose.
2. Yashwantpur-Kannur Express via Mangalore, Train No. 16517, to be extended to Calicut. There is a serious reason for my deep concern about this matter. Recently, the Government of Karnataka banned night transport on NH 212 which is connecting Calicut with Bangalore. This has adversely affected thousands of service passengers and tones of goods movement. My humble and sincere request to the hon. Minister is to consider the extension of Train No. 16517 to Calicut which would address the needs of entire Malabar. The Government should also introduce Calicut Bangalore Janshabdi day train and Mangalore-Hyderabad Express Train via Palakkad.
3. I would also like to request the Minister to upgrade the Feroke railway station in my constituency to Adarsh station which is the nearest station to Calicut International Airport.

While I am speaking on the general development of the region, the following issues have been ignored and required to be urgently addressed:-

1. Completion of the remaining portion of the doubling work on the Shornur-Mangalore line.

I would also like to mention about the completion of electrification on this sector. There should also be an appointment of FA and Chief Accounts Officer in the Office of the recently created Chief Administrative Officer for Kerala to speed up the ongoing work in the State. This will

help proper and timely utilisation of sanctioned funds and avoid lapse or diversion of funds.

Without doubling and electrification of the Konkan Railway, the benefit of railway network connecting North and West with South will not serve the purpose. Therefore, some provisions for this must be earmarked.

It is also unfortunate to add that even small issues like transfer of inefficient officials are not headed. In fact, a joint representation of ten MPs from the region, cutting across party lines, was submitted to the Minister almost six months back but unfortunately officials continue to enjoy their stay in Palakkad Division. This is the unfortunate state of affairs.

Similarly, the conditions of coaches and the sanitation of long distant coaches are pathetic. Several measures have been announced but nothing has been implemented.

I would like to mention one very important point. I wish to suggest that a high-level monitoring committee should be established under the respective Chief Minister of the State with the officials from the State Government and Railways so that the assigned projects can be completed in time.

I would also like to bring to your kind attention about merciless actions and misbehaviour of some officials from Palakkad Railway Division, which has caused hardship to public and unemployment of poor vendors. The vendors are arrested and sent to jail because of these officials. It is a very serious thing.

MADAM CHAIRMAN: Please do not disturb.

...(Interruptions)

SHRI M.K. RAGHAVAN: I would like to request the hon. Minister's intervention to withdraw all cases against the poor vendors.

While I stand to support the Railway Budget and thank the hon. Minister for Railways for whatever he has provided. I would also like to use the floor of this House to request that these issues may also be addressed favourably which are required for the convenience and development of Malabar region of Kerala.

I would like to say one more thing. If these genuine requirements are not considered by this Government, then as a Member of Parliament, I can start my satyagrah against the officials and other persons sometime.

****SHRI RAJAI AH SIRICILLA (Warangal):** Indian Railways is the life line of the nation. It is the largest railway network under a single management in the world. Indian Railways is a nationally critical complex Organisation. Today, it occupies a pride of place in the growth and development of the nation. The magnitude of its operation can be assessed by the following statistics. The Railways, on an average run around 19000 trains including 10000 passenger trains daily. They criss-cross on a network of 64000 kms covering around 8000 stations and transporting about 20 million passengers and 2 million tones freight daily with the help of 1.4 million employees.

There has been a tremendous increase in the traffic moved by railways since independence. A look at the indices of growth of traffic vis-a-vis capital inputs indicates that while the passenger and freight traffic since Independence increased by around 10 times, the capital inputs viz coaches and wagon capacity, as well as traction effort of locos increased by only less than 3 times whereas route km increased by one and a half times only. As a result of this, more and more traffic has to be squeezed through the existing routes leading to choking of high density corridors. Owing to resources constraints, there has been only a small addition to the network. This has called for increasing financial resources to enhance capacity of Railways.

So far Railway finances are concerned, the picture is very gloomy today. On the one hand, internal resource generation of Railways has declined, there is on the other hand a downward trend in the Railways share in the total plan outlay. From around 8 per cent, it has come down to 6 per cent in the 11th Five Year Plan. There has not been much increase in the budgetary support and market borrowings. With the limited resources, the tasks of expanding and modernization of Railways capacity is really stupendous. In order to stay ahead of the growth rate of economy, the Railways has to double its capacity.

Today freight is the bread earner for the Railways. Passenger fares are highly subsidized from freight earnings. This has to be stopped. Railways should try to cut their operational cost and increase internal as well as external resources generation. Railways did not increase passenger fare for around past eight years. Moreover, its freight earning is dependent on economic growth. In addition to this, Railways share in the market so far freight is concerned has come down to 30 per cent from 89% in 1950-51. This has to be reversed.

*Speech was laid on the Table.

Railways does not have adequate financial resources for undertaking rapid and large-scale modernization of core assets. Railways operating ratio (amount spend to earn Rs. 100) is estimated to have worsened to 91.1 per cent in 2011-12 as against 75.9 per cent four years ago. Its gross revenue has remained stagnant to about 1.2 per cent GDP for the last 10 years. As the Railways has a social obligation to provide transport at affordable cost to economically weaker section of society, it cannot run entirely on commercial lines, as expected by most of the experts. Due to a steady upsurge in losses in passenger service, the percentage of cross-subsidization of passenger fares by freight earning has gone up from 20 per cent in 2004-05 to 32 per cent in 2009-10. Currently, the passenger fare segment is subsidized to the tune of Rs. 160000 crore.

In this backdrop, drafting the Railway Budget is not an easy task. In spite of so many odds and expectations from the users, the Hon'ble Railway Minister has done very well. I must appreciate the skill with which he crafted the Railway Budget for 2012-13.

Railway Minister has laid emphasis on safety which should be appreciated. However, keeping in view the tremendous strain under which Railways is functioning with a very low rate of accident is worth consideration.

Railway should implement the recommendations of Rakesh Mohan and Sam Pitroda Committees for improving both railways physical as well financial operations. Keeping in view the resource crunch, the need is to prioritize the projects and try to complete them within the stipulated time. Konkan Railway is the best example before us. We have got manpower, we have got resources, what is needed is dedication, involvement, not at the tope but at each and every level. Efforts made by Shri Shreedharan in Delhi Metro and Kokan Railways are to be approved.

There are many posts vacant which should be filled up immediately. Accountability should be fixed at each level. Locals should be given priority in appointments in Railways. Besides, it should also be ensured that people from all walks of life get place in Railways.

I would like to bring the following of my projects for consideration under socially viable projects:

1. New line from Manugururu Ramagudam.
2. Establishment of coaches manufacturing unit at Khazipet and

3. New line from Hasan Parthy to Karimnagar.

On the whole I support the Budget.

[Translation]

* SHRI RATAN SINGH (Bharatpur): Indian Railways is a basic requirement for progress and binding the society and the country as one. Railways bring all the sections of the society, castes and religions nearer to one another. Railways play an important role in progress of the country and its unity.

The challenge which the Hon'ble Minister of Railways has decided for the next 5 years is safety of common man. Security and protection has been given special emphasis in the whole Budget. Kakodkar and Pitroda Committees have also laid great emphasis in their Report on poor condition of Safety in Railways. Keeping in view five main challenges like security, strengthening, reducing rush, capacity enhancement, signalling and telecommunication in Railways have been decided to be taken up.

Hon'ble Railway Minister has presented a forward looking Budget alongwith security and modernisation. It has been decided in the Railway Budget to take positive steps and steps to reduce the operational expenditure. This is a welcome step. The proposed Budget will benefit the Railways.

In the 12th Five Year Plan a Railway Budget of Rs.7.35 lakh crores has been proposed which is much more than Rs.1.92 lakh crore provided in the 11th Five Year Plan. Rs.60100 crore has been allocated in the 2012-13 plan outlay and this is maximum plan outlay so far of any Budget. Operative Ratio has been targetted at 84.9 per cent. The target of freight loading has been kept at 1025 Metric Ton which is 55 Metric Ton more than that of 2011-12. Passenger growth has been put at 5.4 per cent. A policy has been made for harnessing new resources, expansion of Metropolitan Projects and cooperation with States. Contact Policy with foreign countries, promoting railway based industries and environment principles have been kept in mind. Work relating to installing bio-toilets in 2500 new coaches and converting 200 Railway Stations into Green Energy Stations have been taken up. Providing 1000 watchman, lightening of level crossing through solar system and introducing green train are some very important proposed works which will be taken up and passenger amenities in Railways

*Speech was laid on the Table.

have also been kept specially in mind. E-ticketing, introduction of regional food at concessional rates, setting up of Executive lounge at important stations, upgradation of 929 Model Stations is also proposed. Selling PCR Tickets through 151 Post Office etc. are also included among such proposals. Facilities like making available seats/berths to wait-listed passengers in other trains, giving 50 per cent concession to special ailment patients in AC IInd and AC chair car and sleeper class have also been provided. Under Izzat Scheme the distance of 100 km has been increased to 150 km for Arjun Award Winners in Rajdhani and Shatabdi train.

75 additional trains in Mumbai under the suburban services head. 18 additional trains are to be run in Chennai. 44 new suburban trains are to be run in Kolkata. 50 new trains are to be run in Kolkata metro city during 2012-2013. 75 new express trains are to be run under the budget out of which 21 new passenger trains, 9 DEMU trains and 8 MEMU trains are to be run. 39 trains are to be expanded. The frequency of 23 new trains is to be increased. The interests of common people, labourers, farmers and businessmen/merchants have been kept in mind. More than one lakh employees are to be recruited in 2012-2013 under the proposed welfare budget. A provision for filling the vacancies against the SC/ST, OBC backlog has been made. The Railways has formulated the roadmap for sports and a provision has been made to award 10 sportspersons with sports awards per year. A provision has been made for making the working conditions of railways employees conducive to their health and provide a complete health programme regarding their work-pattern and provide sufficient rest to skilled and technical employees.

We are grateful to the Hon. UPA Chairman, Hon. Prime Minister and Hon. Minister of Railways for introducing 15 express trains, 5 passenger trains, expansion of 9 trains and for increasing the frequency of three trains in Rajasthan. A survey regarding High Speed Railway Corridor between Delhi to Jodhpur will be conducted. Rail corridor will be connected to Jaipur. 11 railway stations are going to be developed as modal railway stations. A hostel with 100 beds is going to be constructed in Jaipur for railway administration in the area. 1440 railways underbridges and 30 railways overbridges have been approved. Escalators will be installed in two stations and railway tracks of length 19 thousand kilometres will be replaced under the welfare budget. 750 kilometres long new railway line will be laid down. Proposals regarding laying down of 78 new railway lines have been sent to the

Planning Commission for approval in principle. Three protection villages will be set up in Khadagpur and Lucknow for training regarding disaster management. Necessary arrangements will be made to keep railway passengers safe.

I would like to say that Bharatpur is a very important divisional headquarter located in the Brij region. It is extremely necessary to complete the proposed and the under construction works of railways for development in a time bound manner. Two railways bridges on 'LC 252' and 'LC 244' are under construction for the last three years. They should be completed as soon as possible. The railway bridge on Bharatpur Junction is in dilapidated condition. It should be repaired at the earliest and a new railway overbridge should be constructed in its place. The super speciality hospitals, super speciality, diagnostic centres should be constructed and Bharatpur railway station should be upgraded on the national level as announced by the Hon. Minister of Railways in the Budget 2010-11. The approved railway line between Tantpur to Banshi Pahadpur should be laid down which would augment the growth of rock industry in Bharatpur. As per the announcements made in the 2010-11 railways budget, the survey/assessment for a railway line from Bharatpur to Deeg, Kaman, Kosi Kalan has been done in 2011-2012, and its outcome is acceptable and positive. This new railway line should be immediately approved and constructed in view of the importance of the Brij region which is the birth place of Lord Krishna, archaeologically important Jal Mahal and the Keoladeo Bird Sanctuary which is a national heritage, as it would make journey for travellers/tourists convenient and also increase the revenue for the railways sufficiently. Tehsil Nadbai, Bayana of Bharatpur district and Khareli region under Alwar district are important industrial cities on which farmers and merchants rely excessively for their livelihood. Railway overbridges should be constructed in Nadbai, Kherli and Bayana to keep the transportation safe, secured and convenient. A railway level crossing should be constructed at Gate No. 11 of Baretha on Agra-Bayana route to prevent accidents. Bayana is known for rock industry and agriculture in Bharatpur district. The stoppage of Mewar Express Train no. 12963/12964 should be provided at Bayana for facilitating the movement of farmers, workers and traders. A large number of pilgrims and tourists from Alwar visit Bharatpur everyday in Brij area. It is requested that a new additional train should be started from Alwar in the early morning to Mathura and an additional train should run in the evening from Mathura to Alwar for their convenience. This will help in developing

this area and benefit the people and pilgrims. The sidings constructed at Kuarmunda railway station, Sundargarh in Odisha, under south-east railways, should be maintained and it should be opened for public purpose. Additional coaches should be added to all the existing trains and their frequency be increased accordingly as per the need so that the travelling for the increasing population remains safe and convenient. The Hon. Minister of Railways has set the target of manufacturing 29000 train coaches per year under the vision 2020, in 2010-11. It is necessary to achieve the target so that the railway based industries generates work for labourers due to manufacturing of train coaches.

The Simco wagon factory in Bharatpur is the economic lifeline for the residents there and it provides employment to 50 thousand people directly and indirectly. I urge the Hon. Minister to place orders for manufacturing of wagons at Simco wagon factory, Bharatpur for providing employment to the regional labourers.

I strongly support the proposed Railway Budget.

[English]

*SHRI MAHENDRA KUMAR ROY (Jalpaiguri): With kind permission of Hon'ble Speaker I would like to raise the following matters of public importance during General Discussion on the Budget (Railways) 2012-13 in the House today.

Gauge Conversion

There is a single Broad gauge line existing from NJP Station to Assam via Ambari Falakata - Belakoba, Raminagar, Maninauri, Dhupguri, Ahipurduar-Kamakhyaguri on NFR in the district of Jalpaiguri. The proposal for double line is parallel to the B.G. track between NJP to Kamakhyaugri via Ambari, Bdakoba, Raningar. The total length of this track is only 148 km. meanwhile from NJP to Ambari Falakata (15 km) has already been compelted long before double line. Now from Ambari Falakota to Kamakhyaguri (133 km) is remained for double line. This BG Line is as good as the life line of North-East region of the country and strategically important for the security of the nation.

Improvement to the New Jalpaiguri Railway Station as per needs

The new Jalpaguri railway station is laid in such a way that no commuter can reach any of the platforms directly from the approach of either side, without the help of long and high level foot-over-bridge. Though there is

*Speech was laid on the Table.

sufficient vacant land because of the introduction of uni-gauge system, the capacity to receive trains has not been increased to suit the requirements, for which a large number of up and down trains are detained at previous/next station for a long time causing a great harassment to the passengers.

That, though there is a vast population on the Jalpaiguri side of NJP station, there is no booking facilities.

Moreover, the level crossing in the front of NDP-Railway Hospital remains closed very off and on, for which the people of the locality have been facing a lot of troubles, even when they are to hospital.

I therefore demand that:-

- (a) Capacity of NJP Railway station be increased to receive more trains, while at the same time there should be some more platforms to facilitate direct entry of passengers without using foot-over-bridges;
- (b) There should be booking facilities at the Jalpaiguari side of NJP railway station and also at Belakaba railway station;
- (c) A fly-over to be constructed at level crossing in front of NJP railways hospital;
- (d) A flyover to be constructed at level crossing in Thakur Nagar Baribhaocha (East side of NJP);

3. Advance booking of Railway Tickets

It is learnt that the railway is going to introduced 120 days period at advance booking in place of 90 days as at present. I do not find there is any logic in such long gap, which will simply increase the case of cancellation.

Moreover, so far as the railway staff and pensioners are concerned, whose passes have only a validity period of 120 day (4 months) will be in a tight-corner to get Advance reservation.

I, therefore, request the Railway Authority to retain the present 90 day period of advance booking.

[Translation]

SHRI NARANBHAI KACHHADIA (Amreli): Madam Speaker, I am grateful to you for allowing me to speak on the Railway Budget. Just like every year the Budget of 2012-13 is also a populist budget. Even after so many years of independence there is no railway facility for people in any Parliamentary Constituency Amreli. Between 1912 to 2012, 100 years have passed. The Britishers had laid

down railway line in my area 100 years ago and there is no change in it or the station.

Through you, I would like to ask the Hon. Minister as to why is there no change in the railway station of my area even after 64 years of independence? The Congress Government has mostly ruled the country since independence but my area Amreli is still devoid of trains. Madam, if the Congress had spent as much money for the development in the country as much efforts it makes to be in power, no such problem would have arisen.

This is all a political game of remaining in power and the pressures of coalition parties. Here, a man thinks one thing and speaks another. Shri Dineshji had come here on 12th to present the Budget. He was thinking one thing and spoke something else. Sasangir is adjacent to my area Amreli. Everyone knows that more than 400 Asiatic lions are there. I have closely seen lions hunting. Lions hunt buffaloes, cows, deers etc. but here the reverse happened. The lioness has hunted lion, like Shri Dineshji has been hunted.

MADAM CHAIRPERSON: Please, talk about your own Parliamentary Constituency.

SHRI NARANBHAI KACHHADIA: This is what I am saying that today, the Railways is the most affordable and easily available means of transportation in our country and the development of any state or district is not possible without the railways. Total 60 per cent people of my Parliamentary Constituency, Amreli, live in other areas such as Ahmedabad, Vadodara, Surat, Mumbai but they have to travel 300 kilometers from Amreli to board the train. If one has to come to Delhi, one can come only from Ahmedabad. There is no train facility till 300 kilometers. The Government should take up it on priority basis.

Secondly, there is a train which runs between Mahua and Surat. On every Wednesday, this train starts at 8 o'clock, in the morning and reaches Mahua at 8 o'clock in the evening. The same night, the said train departs from Mahua again and reaches Surat.

As you know, Wednesday is considered as an inauspicious day. One Shastra have gave to the extant of saying that if death occurs in a family on Wednesday, we should not go to that home. I wrote repeatedly, met with the officers but the time of the train has not been changed. Time of the said train should be changed. Meter gauge in my Constituency Amreli should be converted into broad gauge. Survey was conducted in this regard, even the estimate was sent to the central government. But the work

is still ling incomplete in absence of budgetary allocation. Work on it should immediately be started. General coaches in Maua-Surat are inadequate. More general coaches should be added to the trains for convenience of passengers. There is no direct train between Maua-Mumbai. Train from my Constituency between Maua-Surat should be extended upto Mumbai and its frequency should be increased to daily for convenience of passengers. There is no proper train facility in district Amreli. Fertilisers and other goods are brought to Bhav Nagar, 120 kms from Amreli for onward transportation to other places. I made a written request that train facilities should be made available at Mota Liliya, in my Constituency; It would solve the problem of transportation. I am thankful to the Minister for announcements made for Gujarat. The hon. Minister is sitting here, I would like to say that he should implement the announcements made by him in the budget expeditiously.

[English]

SHRI PRABODH PANDA (Midnapore): Madam Chairperson, I thank you for giving me this opportunity to speak. It is very difficult to make any comment or remark on the Railway Budget which has been presented by the former Minister, It is better to say him as a hapless Minister. It is evident that the hapless Minister has been replaced by a hopeful Minister because some anti-people measures have been proposed in the Budget proposals. So, it is not clear to me as to how many wrong and anti-people measures are going to be removed by the new hopeful Minister.

The people of West Bengal are highly privileged because during the last three years, they have got three Railway Ministers. It is not only in the case of providing more projects but also in the case of induction of Railway Minister, this is an all-time record. I think there is no other constituent of the UPA which would show such courage or instance to break the record.

The Vision 2020 was envisaged by the earlier Railway Minister of UPA-II, but the hapless second Minister remarked that the sector has been put into the ICU. I do not know whether the new hopeful Minister is stepping it up further.

Several points have been mentioned by the previous speakers. I would like to mention a few points for withdrawal.

Firstly, about the hiking of passenger fares, in the proposal, it is mentioned that freight traffic has been

subsidizing the passenger traffic. It is told that it is cross subsidy. As it is a cross subsidy, what is the urgency for hiking the passenger fares? There is no logic in it. Earlier the freight traffic has been increased. No protests have been registered then. As it is a cross subsidy, why should the passenger fare hike take place?

The idea of setting up an independent Railway Tariff Regularity Authority is very dangerous and it should be dropped. Para 137 is the proposal which says about the fuel adjustment component. It is not acceptable as it proposes to fix the rate of passenger fare linking with fuel prices. The idea of the people and the idea of the hon. Members is that once in a year or at the time of the presentation of the Railway Budget, the passenger fare could be hiked. But if it is linked with fuel adjustment component, then it becomes dynamic. Any time, the hike can take place.

In fact, the essence of the Railway Budget is that it not only encourages PPP route but also makes the ground to open the way for privatisation like privatisation in different sectors like station management, renewals, wagon production and so on and so forth. That idea cannot be accepted.

It is mentioned that a large basket of pending projects are there. About 487 projects are pending. How to complete all these projects within the limited period? Nothing has been mentioned about other declared schemes which the erstwhile Minister has declared. About the Sukhi Graha Scheme, not a single word has been uttered. What happened to the stations of global standards? These things are absent in this Budget.

I am coming to my constituency. Please think about the development of railway market at Kharagpur. Extend Howrah-Belda MEMU to Dantan. Take up new rail line proposals from Belda to Kanthi and from Digha to Balichak. I have a lot more proposals to make. I would give all the remaining proposals to the Minister with an anticipation that these would be considered properly.

Lastly I would request the Minister not to use the Indian Railways for political purpose or for political considerations. I am mentioning this as it is mentioned in the Anil Kakodkar Committee recommendations. Let me conclude by mentioning a *shayari*, which was also mentioned by the erstwhile Minister of Railways.

[Translation]

the couplet says -

"Desh ki ragon me dodti hai rail,
Desh ke har anga ko jodti hai rail,
Dharam aur Jati-Pati nahin Janti hai rail,
Chote-bade sabhi ko apna manti hai rail",
But under the present circumstance politics is played.

[English]

With these words, I conclude.

KUMARI MAUSAM NOOR (Maldaha Uttar): Madam Chairman, I thank you for giving me an opportunity to speak on the Railway Budget and I rise to support the Railway Budget²⁰¹²⁻¹³.

The Indian Railways is our pride being the third largest rail-road network in the world. I am grateful to the hon. Railway Minister, the hon. Chairperson of the UPA, the hon. Prime Minister and the hon. Finance Minister for contributing in formulating such a forward-looking Budget.

I find the Railway Budget to be very practical and economical which is the need of the hour. Every step towards progress takes a bold step and that step turns momentous when we are faced with insurmountable challenges. The Railway Budget is an example of initiative at challenges being faced boldly and courage to take up the responsibility for the actions.

I am grateful to the hon. Railway Minister for his vision for a prosperous Railways and for his emphasis on the safety and modernization of the same.

However, I would take this opportunity to point out that among the distinguished names of renowned Railway Ministers mentioned in the Railway budget, the name of the late Shri A.B.A. Gani Khan Choudhary surely has a place. Bengal would have been honoured if the hon. Railway Minister had mentioned his name.

I would like to briefly highlight the key features of the Railway Budget which requires a worthy mention.

This Budget aims at the welfare of the *aam admi*. Nominal fare hike is essential for safety, modernisation and prosperity of the Railways. Seventy-five new express trains and twenty-one new passenger trains have been announced. The emphasis is on building strong infrastructure and growth. There is a proposal for recruitment of over one lakh people in the next financial year. Its priority is safety. Taking serious note of rail accidents, its aims to reduce the percentage of accidents from 0.55 to

0.17 per cent. That needs to be appreciated. It targets zero death. There is a proposal to set up an independent Railway Safety Authority.

There is a proposal for a Special Purpose Vehicle to achieve better safety protocols. It aims at abolishing unmanned level crossing within five years. The hon. Railway Minister has focussed on modernisation by announcing several modernisation programmes for the Railways.

The announcement of Indian Railways Station Development Corporation will aim at redeveloping stations and maintaining them on the pattern of airports. He has stressed on consolidation, de-congestion, capacity augmentation, bringing down the operating ratio, etc. This is key to the network being able to garner money for expansion and modernisation.

I would specially like to thank the hon. Minister for announcing special projects for the North-East and Jammu and Kashmir and for setting up a factory at Shyamnagar in West Bengal.

From my observation, I would like to point out that the Railways has already lost a significant share of freight traffic to roads mainly due to its inability to meet the transport challenge with speed, safety and predictability, carrying only 20 per cent of the total freight transport moving in the country. This gap must be filled and more thrust should be given on freight possibilities. Madam, I would like to suggest that punctuality, security, top class services, cleanliness and hygiene should be stressed upon.

Madam, I represent Maldah Uttar constituency which is a new parliamentary constituency after delimitation. Earlier it was represented by the late ABA Ghani Khan Choudhury and Shri Priya Ranjan Das Munisiji, by the names of these high profile leaders, Madam you can imagine how much people are expecting from me, especially the name of Ghani Khan Choudhury Saheb who had contributed massively for the upliftment of Malda during his tenure as the hon. Minister of Railways. People of Malda have high expectations from the hon. Minister of Railways. Unfortunately, Malda has been thoroughly deprived of and neglected.

Madam, in the last year's Union Railway Budget, three major announcements for Malda Town were made—A Super-Speciality Hospital (Malda Railway Hospital), Malda Town Railway Station as a Multi Facility Railway Station and one Loco Training Centre at Malda Railway Diesel Loco Shed.

It was also promised that the children's railway park made by Shri Ghani Khan Choudhury which has been deserted and dilapidated will again be beautified. Unfortunately, none of these saw the light of the day.

Madam, for the last three years, I have written several letters to appraise the hon. Minister of Railways of the proposals that were needed to be implemented in my constituency. The proposals were: A subway/over-bridge near Shamsi Railway Station in Ratua and Kumedpur in Harischandrapur; stoppage of Jogmani Express or any Delhi bound train at Samsi Railway Station; stoppage of Kanchanjunga Express at Harichandrapur Railway Station; Radhikapur Express at Bhaluka and Kumedpur Railway Station; New Railway Track from Chanchal to Dalkhola; and one Adarsh (Model) Station at Gazole.

Madam, just like last year, my proposals for this year too did not materialize. These were the demands of the locals who regularly use the services of the Indian Railways. My constituency has several railway stations which are neither well connected to Kolkata nor to New Delhi. I would earnestly request the hon. Minister of Railways to seriously look into my genuine proposals.

Madam, I strongly feel that, overall, this Rail Budget is prospective and forward going in nature and I strongly support it. I would like to take this opportunity to congratulate the hon. Minister of Railways for his sincere and honest efforts.

*DR. SANJEEV GANESH NAIK (Thane): I express my views on the railway budget presented for year 2012-2013. I would like to express my sincere appreciation to UPA Government and Railway Ministry for covering up almost all points of national interest in this Budget.

Further, I consider it a honour to represent my constituency, Thane (Maharashtra) where people from almost all part of India are living with peace and harmony. Hence I would like to call it as Mini India.

My constituency, Thane is connected to neighbouring metropolitian cities of Mumbai, Navi Mumbai, Mira Bhayendar, Kalyan-Dombivali, Vasai-Virar, Panvel etc. Even the new proposed airport at Navi Mumbai is adjacent to my constituency. Considering the present growth rate of population, I believe and also logically thinking, this constituency needs a lot of attention from Government specially from Railway Ministry to fulfil its basic requirements of infrastructure and transportation.

* Speech was laid on the Table

Hence I would like to present following demand cum necessities of my constituency to get natural justice to citizens of my constituency. More than 50% of commuters from my constituency are using Mumbai Suburban Railway everyday for travelling. I have lot of interaction with the rail. Commuters on regular basis to understand their needs and requirements from the Railway authorities.

Thane Railway Station is attracting revenue of almost Rs. 20-22 lacs per day, i.e. near to Rs. 73 crores per annum but regretfully like to mention that no proper attention is paid towards upkeepness and upliftment of Thane station. I request Railway Ministry to pay serious attention towards it.

I would strongly like to bring it to the attention of this House that if my constituency is given more weightage from the point of modernisation and improvement it shall be a great feeling given to all states of our country and I hope everyone in this House would agree with this sincere and honest feeling.

I present few demands of my citizens for consideration of Railway Ministry and this Government. They are as follows:

(1) Thane Railway Station:

- (a) Expedite the work of development of Thane Railway Station as a world class station in a timebound manner.
- (b) Sanction of new Parsik Railway Station between Kalwa & Mumbra Railway station.
- (c) New Lane for Vasai -Thane-Navi Mumbai route.
- (d) Introduce new AC trains on Thane-CST & Thane-Virar route.
- (e) Special compartment for students in each local train on Thane-CST route.
- (f) Foot over bridge at Thane station platform No. 2 and 6 towards Kalyan end
- (g) Introduce new trains plying between Kurla to Thane and Thane to Panvel.
- (h) To start Madgaon-Nagpur via Shegaon train on the eve of Centenary celebrations of great Saint Gajanan Maharaj of Shegaon, near Akola Junction Central Railway.
- (i) Halting of all long distance train at Thane station which are designated for Northern India, i.e.

towards Madhya Pradesh, Uttar Pradesh, Bihar, Konkan Railway.

- (j) Installation of more CCTV cameras at Thane railway station.
- (k) Connectivity for upcoming metro rail at all Thane rail station.
- (l) Increase frequency of local trains B/W Thane to Karjat and Kasara route.
- (m) Expedite work of escalators installation.
- (n) Increase height of Thane railway station platforms to prevent high risk of human accidents.
- (o) Explore possibility of extra line between Thane to Kalyan route.
- (p) Acquisition of railway land at Thane station and study possibility for construction of multi-storied parking along with commercial complex.

2) Navi Mumbai Region Railway Stations:

- (a) Sanction of Digha railway station BAV Airoli and Thane rail station.
- (b) Handover of Mowgli dam to Navi Mumbai Municipal Corporation which is owned by railway at Itanpada, Digha-Navi Mumbai
- (c) Create medical facility centre including full time doctors and ambulance at all railway station of Navi Mumbai region.
- (d) Installation of CCTV cameras/devices at all stations falling under Navi Mumbai region railway stations.
- (e) Connectivity for upcoming metro rail at all Navi Mumbai railway stations.

(3) Mira Bhyander railway stations:

- (a) Increase frequency of local trains to and fro Andheri and Borivali to Mira road and Bhayander railway station track No. 5 and 6 during peak time.
- (b) Construction of subway at Bhayander and Mira road railway station.
- (c) Modernization/Renovation of Mira road and Bhayander railway station.

- (d) Beautification of Mira road and Bhayander railway station.
- (e) Introduce new train BAV Andheri to Virar during 12 PM to 12.45 PM
- (f) More compartments for ladies commuters with 24 hrs facility alongwith police security.
- (g) Removal/replacement of pole no. 9 and 10 B/W Mira road and Dahisar station which are very close to railway tracks resulting into frequent mishappening and accidents.
- (h) Halting of all long distance trains at Mira-Bhayander stations going through Gujarat state.
- (i) From the safety and security point of view, more CCTV cameras/devices need to be installed at Mira road and Bhayander rail station.
- (j) Plying of Veleankani express on weekly basis with halt at Mira road -Bhayander railway station.
- (k) Connectivity for upcoming metro rail at Mira road and Bhayander station.

Further I would strongly like to demand for an independent railway board for Mumbai metropolitan region which would cover all the neighbouring cities railway operations to provide better services to the rail commuters. This could be considered seriously as in future when Delhi-Mumbai freight corridor shall be operational it will help to have better co-ordination among the commercial and passenger services/facilities.

Considering the safety aspect of Indian Railways, which is main highlight of railway budget, as an MP, I would like to suggest that Indian Railways must have an independent crisis management system (zone) with capability to handle any major accident situation. I also propose that we should have crisis management training centres in all zones and must have at least 1 training centre in the state of Maharashtra as well.

Railway budget has also proposed creation of an independent research and development authority for railways. On this proposal, I would like to suggest that the provision for expenditure/funds could be created by auctioning of huge unuseful scrap/metal lying since many years in the jurisdiction of railway yards/tracks all over the country.

I would be grateful to the Railway Ministry and this Government if above mentioned requirements of my

constituency and my suggestions on the railway budget are considered and implemented at the earliest.

I do appreciate efforts taken by this Government to formulate this budget with the cooperation from all the Members of this House and in my view it seems to be realistic. I as a sensitive and concerned MP am really impressed by most of the points and I believe they will give a new future direction to Indian Railways. Few points about which I would commend Railway Minister are:

- (1) Concern of the Ministry towards making Rail travel more safer for the commuters
- (2) Formation of National policy for modernization of Railways to meet with International Standards.
- (3) Creation of independent research and development authority for Railways.
- (4) Creation of new lanes/tracks all over the country would result into tremendous employment opportunity and economic growth of the people.
- (5) Modernisation of signaling systems & upgradation of coaches.
- (6) Construction of commercial complexes near major railway stations.
- (7) Restructuring of railway board.
- (8) Modernisation of production units with latest technology which is used at international level. Progress of rail based industries etc.
- (9) Recruitment, industrial relations, catering and housekeeping, high speed initiatives, passenger amenities.
- (10) Green initiatives. Green toilets-sanitation prevails
- (11) New Services announced for Mumbai-Thane Region (Central Railways)
- (12) Mumbai harbour line on CST-Panvel route will get 12 -coach trains, but railway officials claim that it would take atleast two years for this project to be completed. They will soon begin the work of extending platforms between CST-Mankhurd stretches where the length of platforms is less. The cost of project around Rs. 750 crore seems quite satisfactory for Mumbai but implementation should be done now.

I would like to once again congratulate the

Government and Railway Ministry for making announcement of high speed connectivity, bullet train on Mumbai-Delhi route, also starting of coach factory at Kalamboli and Rail Neer Plant at Ambdarnath, Thane Dist. I hope this budget of 2012-13 would create a long term and positive impact on overall growth of Indian Railways in near future.

[Translation]

*PROF. RAMSHANKAR (Agra): I would like the attention of new hon. Minister of Railways, and the government to the aspect relating to the Budget speech of the hon. Minister of Railways and I hope that concrete steps would definitely be taken for implementating my suggestions and redressal of problems of people of my country, but if no attention is paid to my suggestions and demand, I would feel greatly unhappy and dismayed.

The hon. Minister took a bold step, but it should have been taken long ago. Since there was no alternative left, the Minister took the said step. The Minister, quite cleverly, increased fares, but he had to lose his Ministry. But the intention with which new Minister has been inducted is clear that the said hike will be rolled-back. Entire country is feeling the harsh pinch of price rise because of anti people policies of the government. On the other hand, a passenger travelling in general class on passenger ticket has also not been spared by it. The price platform ticket has been increased to 5 rupees and increased sleeper class fare also need to be rolled back.

I would like to draw the attention of the hon. Minister towards the problems of my constituency. My constituency is famous as a historical and world heritage city. The dignitaries and other famous celebrities across the world get astonished by having a glimpse of Taj Mahal and other buildings in the city. Every year more than 80 lakh tourists visit Agra. In absence of stoppage of any Rajdhani trains in Agra the common man as well as the tourist face great inconveniences. I urge that:

1. A local train for Agra-Fatehpur Sikri and Mathura should be introduced which can facilitate the movements of tourists to these places. Railway officials stationed at Agra have already forwarded a proposal in this regard.
2. Tundla-Jaisalmer, Etah passenger train should depart from Agra so that it would help common man

and the tourists as well thereby earning revenue for the government.

3. In last year's budget speech Jaipur-Agra Shatabdi Express was announced and it has found a place in railway's time-table also. Now railway is giving an assurance in this regard, therefore, the said train should immediately be started.
4. The laying of railway line between Agra-Etawah has been in progress since 2004 and the train since was scheduled to be commenced in the year 2012 on the line. The laying of railway line should be completed at the earliest and trains should be started.
5. Agra-Kathgodam via Bareilly should be restored immediately.
6. A superfast train between Agra-Delhi should be started in the morning so that students, businessmen, employees and tourists can reach Delhi 10 O'clock.
7. Moori and Mahananda Express should be provided stoppage at Barehan station in Agra under North Central Railway.
8. Bangalore-Sikandara Rajdhani Express should be provided at Agra.
9. Fly overs should be constructed at Barehan Jn. at Etmadpur near Brehar and at Bhains Fatak under North Central Railway.
10. Railway level crossing should be constructed at Kailash Nagar and near Prakas Nagar Yammuna Bridge in Agra City so that accidents can be prevented.
11. Industries in Agra have been closed in view of damage to Taj Mahal. My submission is that an industry concerning railway should be set up here so that youth in Agra get employment and their migration can be checked.

I believe that the railway would definitely take effective measures for redressal of problems of people of Agra and the tourists.

I also urge that there is an urgent need for increasing number of general coaches in each train so that the passengers can travel comfortably. Now, passengers do not get a place for even standing in the coaches, many a passengers travel by hanging in the windows. I would like that special attention be paid to women and handicapped

passengers. Arrangements for drinking water and toilets be made in passengers as well as fast trains. It has been observed people defecate in open on both sides of railway tracks and create piles of filth. Foreign tourists travelling routes such as Agra take their snap. Efforts should be made for preventing defecation on railway tracks. There is a need for developing green belt on the land lying vacant on either side of tracks.

SHRI A.T. NANA PATIL (Jalgaon): Mr. Chairman Sir, I thank you for giving me an opportunity to speak on the Railway Budget. In the Railway Budget of the year 2012-13, which has been presented in the House, nothing has been provided for Maharashtra. In this Budget, not even a single demand of my Parliamentary Constituency has been fulfilled whereas during the year 2011-12, three ROBs were sanctioned for Dharangaon, Amalner and Mhasauad under my Parliamentary Constituency, Jalgaon. However, even after a lapse of one year no funds have been allocated for it and the work has not yet been started.

No work has been initiated on the third line which was sanctioned from Jalgaon to Bhusawal despite a lapse of one year. There is Bhusawal junction in my Jalgaon constituency. A passenger train running between Bhusawal to Mumbai was withdrawn five years back which is causing a lot of inconvenience to the passengers. Every year we request the Hon. Minister to fulfil our demand regarding re-introduction of the said train.

The former Minister of Railways held a meeting with all the Members of Parliament in Maharashtra in which the problems of railways were discussed. At that time also we had stated our problems before him. The Hon. Minister had assured that some provision would certainly be made in this year's Budget.

However, we were disappointed after hearing the Budget. We demanded a passenger train from Bhusawal-Mumbai, which has not been fulfilled so far. We have great expectations that the present minister will fulfil our demand. If a passenger train is introduced soon from Bhusawal to Mumbai then it can solve the problem of all the people. Hundreds of trains from Central, Western, Southern and Northern Railways pass through Bhusawal but we do not get their benefit. Hundreds of trains pass through Bhusawal, however, only few trains have been provided stoppage at Bhusawal station. Jalgaon is a big city and is well known for banana production. From here, the students go to Mumbai and Pune for studies. However, the facility of train is not available for going to Pune and Mumbai. Even our demand for providing stoppages, is not being fulfilled.

Through you, I request the Hon. Minister that if our demands have not been fulfilled in the main Budget, then rest of our demands may be accepted in the Supplementary Budget. In the previous Budget, three ROBs were sanctioned. I request that the work on the said ROBs may be started at the earliest after allocating the funds. In my constituency, Jalgaon, was done for Pinprala Railway Gate and Dugadh Federation Railway Gate. The Government of Maharashtra had agreed to share 50 per cent of the cost in the meeting held in Mumbai for the said purpose. Even then, in this Budget two ROBs have not been sanctioned. Hence, I request the Minister that both the ROBs of Jalgaon city should be sanctioned. Several trains pass through Bhusawal, however, we do not get any benefit and for that I request you to provide stoppages of few trains. I am talking about my Parliamentary Constituency. The Amrawati-Mumbai passenger train passes through Amravati in Maharashtra and goes upto Jalgaon. Earlier this train used to have 12 coaches as Amrawati is a small station. Our demand was that five coaches from Bhusawal should be attached in Amrawati Mumbai Passenger and I would like to say that five more coaches can be added in that train. If five more coaches are added from Jalgaon and Bhusawal then it can facilitate the people of that area and the demand of the people can also be fulfilled. I would like to tell the Hon. Minister that if five extra coaches are added in Amravati Express, it will become a full fledged train. I request that stoppage of Amrawati Express has been provided at Jalgaon, similarly, stoppage should also be provided at Pachora and Chalisgaon. The Sachkhand Express and Goa Express should be provided stoppages at Chaligaon. The Maha Nagri Express which stops at Bhusawal and Jalgaon should be provided stoppage at Chalisgaon and Pachora. No new trains are introduced for my constituency despite the fact that hundreds of trains pass through my constituency. At present not more than 8-10 trains have stoppage at Jalgaon station. So many trains pass through my constituency, however, I am demanding to provide stoppage of only 2-5 trains, it costs nothing. Similarly, stoppages of Vidharba Express which runs between Nagpur and Mumbai and Amrawati-Mumbai Express should be provided at Pachora and Chaligaon. The Ukhapuri Express should be provided stoppage at Amalner and the Navjeevan Express should be provided stoppage at Dharangaon. I have repeatedly demanded to provide stoppage of Navjeevan Express at Dharangaon. Hence it should be provided. The Patna-Pune Express which runs between Patna and Pune, should be provided stoppage at Jalgaon and Chalisgaon. The Azadhind Express should be provided stoppage at Pachora. The

Nagpur-Pune Express should be provided stoppage at Jalgaon and Chalisgaon. The Tapti Ganga Express should be provided stoppage at Dharangaon. I repeatedly make these demands and whenever I make these demands, the Hon. Minister gives me a letter stating that it is not feasible. What does this mean? The Amrawati Express train halts at Mumbai for 6 hours. I request that if our demands have not been fulfilled in the main Budget, kindly accept our demands relating to providing stoppages of the above mentioned trains in the Supplementary Budget.

*SHRI BHARAT RAM MEGHWAL (Sriganganagar): I thank the Hon. Minister of Railways and support the budget proposals.

I would like to demand that the Hon. Minister pay attention to longstanding demands of the people of my constituency:-

1. The gauge conversion work on the railway line from Sarupsar to Sriganganagar is going on for the last 7 years. In the year 2010-11, an announcement was made with regard to introduction of trains on the said route, but 2011-2012 is coming to an end, yet no train has been started on the said line though gauge conversion work has been completed. Trains should start running on the said track immediately.
2. The survey work of a new railway line from Sardar Sahar to Hanumangarh via Rawatsar has been completed. During the last budget speech, Mamata ji said that the said work will be started in the Twelfth Five Year Plan. It has nowhere found mention in the current budget (2012-13), work in this regard may be started.
3. An announcement of upgrading Sriganganagar, Hanumangarh, Suratgarh railway stations into model railway stations was made in the last budget. The work in this regard has not yet been started. It should be started immediately.
4. There is an urgent need of ROB in the District Headquarters of Sriganganagar and Suratgarh Sangaria areas at Tahseel level in my constituency. I demand that the overbridges may be constructed in these three cities.

SHRI BHUDEO CHAUDHARY (Jamui): Madam Chairman, first of all I seek your permission to speak from here only.

Madam Chairman, I would like to express my heartfelt gratitude to you for giving me an opportunity to speak on the Railway Budget though you have granted me very less time.

It is true that when Parliament functions, the people watch its proceedings. The population of 121 crore has many expectations. Though, the common people understand the dignity and decorum of the House, but when they do not get the desired benefit, they get disappointed. Madam, Opposition is also a part of the Government in the Parliamentary form of Government. Therefore, the complaints and suggestions given by the opposition should be heard and redressed. It strengthens democracy.

Madam, you have allotted me very less time, therefore, through you, I would like to draw the attention of the Hon. Minister towards the problems of my constituency. You know that Bihar is a very backward State and my constituency Jumai is a very sensitive and backward area. Recently, I raised this matter in this very session and I am sure and I hope the Minister to whom the charge of the said Ministry has been handed over is willing to do work.

Hon'ble Chairman, I would like to say something about my constituency. I demand that the Government should construct a locoshed at Jhajha railway station. Earlier also, locoshed was available, but was scrapped due to the Government order. After that a washing pit was constructed but no work is being undertaken there. I would like to request the Hon. Minister that washing pit set up in Jhajha should be utilized. Then, there is an issue of widening of Jhajha overbridge. This station was constructed long ago and it is a central point of Eastern and Western Railways. There is only one overbridge which is very narrow. I would like to make humble request that there is an urgent need of widening the said bridge. Please pay attention in this regard.

Besides that, there is a high school there which is run by the Railways. I demand that the classes of +2 standard should be started here. Railways reservation system needs to be made workable in two shifts. A railway route from Jasdi-Chakaya to Girdih should be constructed. The railway line from Jhajha to Gaya via Sikandara, Aliganj, Nawada should be extended.

I would like to share a very important information. Owing to great efforts of our former Minister of Railways, Late Digvijay Singh, an RPF training centre was

* Speech was laid on the Table

inaugurated near Katauna halt, Rs. 20 lakh were spent on this, but the work in this regard is still lying pending. Since then, Katuna halt is operational. All trains stop here, but there is no ticket counter, or shed at the halt. I would like to make a humble request to the Hon. Minister to take appropriate action in this regard. The beautification of Simartulla and Harganjo station should be undertaken.

Madam, Jamui is a very important station. There is neither a shed, nor a toilet and no drinking water at the station. The Government should pay serious consideration in this regard. After that I would like to say that earlier many trains used to stop at Jhajha. Therefore, Haridwar Express, Vibhuti Express, Patna-Puri Express, Howrah-Nagal Dam Express and Gurumukhi Express need to be provided a stoppage at Jhajha. Earlier all trains used to stop there. Dhanbad-Patna Intercity Express should be provided a stoppage at Gidhdhaur where the house of Late Digvijay Singh is located.

Therefore, I would like to make a humble request to the Minister to pay serious attention to these problems and try to resolve them.

*SHRI SHIVRAJ BHAIYA (Damoh): I would like to draw the attention of the hon. Minister of Railways to the burning problems of my Parliamentary Constituency Damoh.

Only one railway line passes through my parliamentary constituency, Damoh falling under Bina-Katni section. In the meeting of Jabalpur Zone I have made proposals for stoppage of passengers train at Damoh, Pathariya and Ganesh Ganj station. These proposals were forwarded to the Railway Board by the General Manager alongwith his recommendations.

During the visit of the hon. Minister of Railway to Bhopal on 17.11.11, I had put my proposals requesting for the stoppage at the said station. But, so far the stoppage have not been effected. My submission is that the following trains should be provided stoppage at district headquarters and my parliamentary constituency Damoh.

1. 19605/06- Kolkata - Ajmer Express
2. 12823/24 - Durg-Nizamuddin Express
3. 12549/50 - Durg-Jammu Tawi Express
4. 18207/08 - Durg-Jaipur Express

5. 13423/24 - Bhagalpur-Ajmer Express

12181/12182 - Damodar Express and 18507/18508 Hirakud Express, Amritsar-Vishakhapatnam Express should be provided stoppage at Patharia station and 12410/12411 Gondwana Express and 11071/11072 Kamayani Express should be provided stoppage at Ganeshganj station.

There is an urgent need of construction of an under bridge on level crossing number 58C on Bina-Katni section and an level crossing number 46C at Malariya Mill in Damoh city. Traffic get jammed at these level crossings resulting into queue of hundreds of vehicles. I urge the hon. Minister to sanction under bridge at both these points.

Damoh station was declared a modal station earlier. In the Rail Budget 2012-13 also, it has been declared as a modal station but no facility has been added in this regard so far.

I earnestly urge that Damoh station should be beautified, a first class waiting room should be provided, proper arrangements for drinking water, toilets and bathroom should be made and new platform, i.e. platform number 4 and 5 should be constructed.

It is not clear as to by when the survey for Bhopal-Khajuraho via Sagar-Chhattarpur and Hata-Khajuraho lines announced in Rail Budget 2011-12 and Jabalpur-Panna via Damoh-Kundalpur and Sagar-Chindwara railway lines is likely to be completed. Therefore, I urge the hon. Minister to get the said survey done and to start the work of laying of railway lines on these routes.

Apart from it, computerised reservation centre should be opened at Ganeshganj, Bandanagar and also at Hata Nagar station.

Only two trains play on Katni-Bina rail sections daily. It causes great inconvenience to the passengers. Therefore, the following passenger train should be started:

1. Damoh-Jabalpur, Damoh Passenger,
2. Bina-Katni, Bina Passenger

Tin shds, seats for passengers, electricity, drinking water, should be provided at Ganeshganj, Aslana, Karariya, Bhadebi, Bandapur, Ghotera, Golapatti, Sagoni station. Platform should be constructed at these stations for facilitating boarding and deboarding of passengers. These station have no toilets, therefore, toilets should also be constructed at these station.

Survey for Damoh-Kundalpur link line has been done

* Speech was laid on the Table

twice. The railway line on this route should be laid at the earliest. Damoh should be declared Railway Police district.

*SHRI GHANSHYAM ANURAGI (Jalona): Though every year I forcefully make my point on Rail Budget, but this year's Rail Budget has given birth to controversies. I don't want to bring the tug-of-war going on on budget before the House for it is internal matter of various political parties.

The hon. Minister of Railways has made unprecedented increase in train fares when the public is already facing the burnt of soaring prices. Funny logic is being given on this issue that no increase in the train fares was effected during the last nine years.

Why the fares was not increased during the last nine years because the then ministers may ave not felt the need for increasing the fares. It is half-true because the then Minister of Railways has met the loss by either making some kind of indiect taxing or by imposing cess. I urge the hon. Minister to roll-back the hike.

The price of even plat form ticket has been increased. A number of announcements have been made, but it is doubtful if these can be translated into action. The hon. Minister has made several populist announcements, such as:

1. Good quality meals will be served in railways, but it has not implemented so far.
2. New trains were announced. My suggestion is that if existing trains are plied on time, it would be better or new coaches should be added to the existing trains.
3. The speed of trains will be increased. Sir, it is a question mark whether the likey accidents will be checked in case the speed of trains is increased.
4. E-ticketing and tickets through SMS. I feel these were only talks. Now we are not even able to get plat form tickets, there is black marketing even in it.

I am thankful to the hon. Minister for sanctioning doubling of Jhansi-Kanpur railway lines and you have forwarded proposal for laying new railway line between Konch-Jalaun and Urai to the Planning Commission. Many a thanks for it.

5. There is a proposal for setting up of 929 model

stations. I would like to suggest that before going ahead, the Hon'ble Minister should first assess the current status of model stations.

6. As far as setting up of airport like stations is concerned, there is need to first improve the condition of existing railway stations. At present their condition is a like fish market, it will be better if improvement is made in them.
7. What is need of survey for laying 111 new lines. Attention should first be paid towards better maintenance of the existing railway lines.

If I say that in totality the railway budget presented by the Hon'ble Minister of Railways is merely a pile of announcements, it will not be an exaggeration. In the guise of these populist announcements, the Hon'ble Minister has effected unprecedented increase in the railway fares and has made it clear that the present Government is completely incapable of protecting the interests of the common man.

I would like to request the Hon'ble Minister of Railways to grant approval to a fresh survey for laying new lines (1) from Poonch to Mauranipur (2) Urai to Kotra via Mauranipur (3) Uari to Hamirpur.

It should be ensured that the person travelling more than 200 kilometers or performing a journey of more than 3 hours should at least get a seat to sit. Therefore, I would like to suggest that the number of unreserved coaches in long distance trains should be increased, if it should be at least equal to the number of sleeper class coaches.

A provision should be made to get a seat reserved 7 days prior to journey in respect of 60 per cent of total seating capacity of unreserved coaches on the nominal charges of Rs. 5 per seat.

Half of seats out of the remaining 40 per cent should be given to patients and candidates travelling for jobs and out of remaining 20 per cent, 5 per cent should be given to defence personnels, 5 per cent to women and 10 per cent should be given to persons travelling in emergency.

The provision for said reservation should be done in a manner that every city falling on the railway route should get the appropriate quota of reserved seats.

The passengers travelling for less than 100 kilometers and the monthly pass holders should not be allowed to travel in long distance trains.

There should be permission to sit only from 8 am in the morning to 8 pm in the evening in the sleeper class. It means 72 sleepers will be available in these coaches, but 99 seats would be available during the day time.

Penalty of one month's salary should be imposed on the concerned railway personnel in case passengers beyond the permitted capacity are found travelling in the sleeper class.

In view of the safety of passengers and work accountability, the ticket checker of sleeper class should be assigned the responsibility of checking not more than two connecting compartments in any case.

In a similar manner, unreserved coaches should be linked together and security personnel should be deployed in each compartment. Making passengers sit at their reserved seats will also be part of duty of the said security personnel.

More attention should be paid on introducing short distance trains in place of new long distance trains so that the passengers travelling in long distance trains may be saved from unnecessary rush.

The number of passengers should be increased proportionately in AC compartments during day time journey.

Increase in the number of passengers in sleeper class and AC coaches during the day time, will not only make passenger travel more comfortable, but will also increase the revenue of the Railways.

Hon'ble Minister, the trains are run for public welfare. Railways is not only a source of revenue for the Government, but also a companion of the poor, as stated by the former Minister of Railways, Hon'ble Mamtaji. Why the plight of the poor has not been kept in view in the said budget and the fares have been increased. Please roll back the hike in fares.

The current railway budget is unrealistic. It does not come upto our expectations at the ground level. It has made a fool of the middle class by sharing them the dream of airport like railway stations.

The former Ministers had also shown beautiful dreams. Laluji had promised to provide world class facilities at 25 railway stations. Mamataji had assured to make 50 railway stations as world class stations.

A fast train with a speed of 250 kilometers per hour was proposed to be introduced. In reality, the train is not able to maintain the speed of even 100 kilometers per hour.

The distance from Urai to Jhansi is 110 kilometers, the train covers the said distance in 3 hours.

There are no basic amenities at railway stations.

Passengers have got no choice but to travel by train, they have no other option.

There is no drinking water at every second railway station.

There are no toilets, even if toilets are available, they are not clean.

Passengers travel by hanging around toilets or berths.

It tantamounts to violation of human rights.

The Government should try to fill the vacant posts of SC/ST in the Railways.

There are more than 9000 trains running at present but lakhs of passengers are forced to travel in jam packed second class compartments beyond capacity. The Ministry of Railways is not working properly.

In my Parliamentary constituency, railway facility is almost nil. There are square old meter gauge lines and the same old stations and the same trains with low speed. There is not any rake facility. The agriculture is affected due to not availability of urea, DSP, fertilizer in adequate quantity and, therefore, farmers are annoyed. There is no facility to commute to Delhi. I demand that either better rail facilities should be provided or railway tracks should be removed and the lands of the farmers should be given back to them. People face problems because of the closure of level crossings at many places.

Over bridges are required to be built on all the railway level crossings between Jhansi and Kanpur.

A new Intercity train should be introduced between Jhansi and Kanpur.

It is also said that the financial condition of railways is not sound. The Hon'ble Minister or the Government should take responsibility for this. It is not appropriate to pass the burden of poor financial condition of the railways on to the common man. The Government itself is reeling under the burden of its own sins.

It would be better if the Hon'ble Minister rolls back inappropriate and unprecedented hike in railway fares with immediate effect. Emphasis should be given on making railways more secure, and clean. I demand that a train should be introduced from Urai to Delhi.

With these words, I demand that hike in passenger fares should be rolled back immediately.

*SHRI KISHANBHAI V. PATEL (Valsad): The Hon. Minister of Railways has presented a path breaking visionary and hopeful Railway Budget. Therefore, there has been an attempt to lay more emphasis on five major points in this Budget.

Railway security is one such area where a small negligence can result in a big accident. The steps taken by the railways, to tackle such problems, such as setting up of Rail-Road Grade Separation Corporation and constituting a Committee under the Chairmanship of a renowned Scientist to fix parameters regarding security are commendable.

In today's age of science, security cannot be ensured without new techniques and modernisation. It is commendable that Railways has accepted the recommendations of an expert Committee. I urge upon the hon. Minister to implement these recommendations and take the Railways in the right direction.

The Hon. Minister of Railways should be congratulated for achieving the target of 725 kms long new rail projects because after independence only 200 Kms long new projects were being completed per year and achieving the figures of 725 Kms within a year is a big achievement. Alongwith this, I hope that the Hon. Minister would look into the 487 rail, projects, pending for years in the 12th Five Year Plan. The Indian Railways should take appropriate steps to complete these projects with the co-operation of the State Governments because without this the railways cannot fulfil its responsibility of social development.

The constant increase in the operational cost of the Railways has been a worrying factor. This cost has escalated to 95 per cent from 74.7 per cent in 1963-64. It is a good step to take initiative to reduce it. To achieve this target, the Railways need to reduce its internal expenditure and find resources for increasing its revenue. I support the steps taken through passenger fares and freight and the proposals for increasing the passenger fare needs of all the employees have been catered to in the Railway Budget as these employees are one of the main reasons/basis of the success of the railways. Due attention has been paid to their health, work things and the mental stress they endure alongwith the vacant posts as it is necessary to

have healthy and wholesome employees in a successful institution. I hope that the Indians Railways would definitely meet its target of recruiting one lakh new employees during the year 2012-13. Alongwith this I hope that the Hon. Minister would pay attention to my following demands:

Valsad Railway Station

To make a provision for construction of underpass under the sewage bridge no. 329 to 331 on both sides, construction of an overbridge at Mograwadi Khelgaon Road/Shipyard (330). Construction of an overbridge at Khapri crossing no. 101, Chikhala. To construct ticket counters on the eastern side of the Valsad railway station by covering the road on both the sides at platform no. 2 and 3.

Bhilad Railway Station

- Expansion of underbridge 262 on Vapi to Bhilad railway line.
- To open railway regeneration counter.
- To construct a foot over bridge.

Udawada Railway Station (R.S)

- To provide sheds on Railway Station
- To provide toilet facility.

To provide ticket counters on the eastern side of Paradi Railway Stations

- To provide ticket counters on both sides of the Railway Station.
- To provide shed and toilet facility at the said railway station.

Atul Railway Station

- Expansion and development of this station.

Dungri Railway Station

- To construct an over bridge at 102 no.

Proposal for expansion of trains

- Proposal extend Gujarat Queen (9109/9110) Ahmedabad, Valsad train upto Vapi and Gandhinagar.
- Proposal to extend Valsad Vadhodhra Intercity upto Vapi and Vadodhara-Bhilad Intercity (9113-9114) upto Umargaon.

* Speech was laid on the Table

Provision for stoppage of trains at Valsad Railway Station

- 2009/2010- Shatabdi Express
- 2951-2952- Mumbai Rajdhani
- 2909/2910- Mumbai Nizamuddin Garib Rath
- 2471/2472- Swaraj Express
- 2480/2479- Suryanagri Express
- 2956/2955- Mumbai Jaipur Superfast Udaipur and Ajmer Express
- 2904/2903- Golden Temple
- 9008/9007-Aravali Express

Provision for stoppage of trains at Vapi Railway Station

- 2909/2910- Mumbai Nizamuddin Garib Rath
- 6334/6333- Jaipur-Mumbai Express Gandhidham Nagarcoil Express
- 6335/6336- Virar Trivendram Express
- 6338/6337- Okha Earnakulam

I would also urge to provide stoppage to Lok Shakti Express (Bandra Ahmedabad 9143/9144) at Umargaon Railway Station and stoppage to Saurashtra Express Trains, Gujarat (Ahmedabad 9011/9012) Express and for providing stoppage to Saurashtra Express (9018/9017), 2935/2936 Intercity and Flying Rani (2921-2922) trains at Dugri Railway Station. I also urge to provide stoppage to Bhilad-Vadodara train (9113-9114), Sayaji Nagri train and Flying Rani (2921-2922) trains at Udaiwada Railway Station. I also urge to provide stoppage to Gujarat Express (9022/9012 Mumbai- Ahmedabad) and Saurashtra Express (9215/9216) Mumbai- Porbandar trains at Sanjan Railway Station.

[English]

SHRI LALIT MOHAN SUKLABAIDYA (Karimganj): Madam Chairman, I rise to support the Rail Budget presented by the hon. Minister. Since you have given less time, I am coming straight to my points.

Hon. Railway Minister, in her Budgets for 2009-10 and 2010-11, and 2011-2012, declared some schemes for the North-East - Wagon factory at Guwahati; multiplex complex at Silchar and Dibrugarh, medical college attached to Guwahati Railway Station, industrial park at Bongaigaon. These schemes have not yet been materialized and these

have not been mentioned in this Budget. Hence, I would request the hon. Minister, who has joined now, to kindly look into these so that these can be materialized.

Now, perhaps, these are not done due to want of funds and for that, the hike in passenger fares and freight rates may be justified. The fare hike may be imposed in other regions but in places where the railway service is not proper like in the North East Region, the fare hike should not be implemented.

Madam, earlier the Railway Ministers treated the North East Region as the priority sector. But this time, though the Railway Budget is good, the North East Region has got no priority because the fund allotted for the North East Region is very less. There are only some ongoing, schemes in the North East Region. The only new scheme which we got are infrastructure scheme like the electrification project from Guwahati to Dibrugarh, the doubling work from Guwahati to Digaru and Lumding to Hojai. These are the only infrastructure schemes. Otherwise, all the other schemes are ongoing schemes.

In terms of introduction of new train services, we have got one train from Dibrugarh, one train for Tezpur and one train is extended up to Tezpur. In my constituency, I have got two schemes. They are old schemes, but it is shown here that they have gone to the Planning Commission. One is for extension of a line from Vairangtee to Lala and another Dullabchera to Cheragi. In my neighbouring State, they have also got only ongoing schemes and these are extension of lines from Agartala to Sabrum and from Jiribam to Imphal. So, the North East is more or less deprived. I would request the hon. Railway Minister to kindly look into it.

However, Madam, the Railway Ministry contributes largely to the economic development of the nation as a major means of transportation. The North East, especially South Assam, Mizoram, Manipur and Tripura are not getting proper railway services. In the North East Region, travelling time for 180 km. takes about 11 to 12 hours and excepting our region, you can travel this distance in two hours. So, this is the condition there. Till the completion of the Broad Gauge line, we will have to suffer like this. The people would have got relief had this Broad Gauge line been completed by 2007 which was the stipulated time. But it is not yet completed. Now it would be completed by 1st January, 2014. Due to this delay, the people are suffering. Who is responsible for this? If there is a fare hike, how can you impose the fare hike for the people of this region? So, I would request the hon. Railway Minister to keep them

free from the fare hike and freight hike.

Madam, since last eight years, every year I am replaying a disc - that is the painful story of Broad Gauge conversion which was started in 1995-96 and it could not be completed during all these 17 years. If this is the case in our region, in Konkan area, where the terrain is similar to ours, a new railway line was completed in 10 years.

The Railway Minister boldly declared in Parliament completion of the longest tunnel in Pirpanjal area for 103 kms. But in our case, in the Broad Gauge conversion between Lumding and Badarpur, the construction of a tunnel has not taken place with such a speed. Sometimes, a contractor takes up the work, then he leaves and then another contractor comes in and in this way, this is getting delayed. Now, recently, there are reports that the roof of tunnel no. 10 collapsed causing death of some labourers. This points to the quality of the work and materials used in these works. A similar incident happened when a pillar of the bridge over Barak river collapsed causing death of two labourers. I do not know whether any monitoring system for quality control exists in the Railways or not. So, I would request the hon. Railway Minister to keep a vigil on this and arrange for a strong monitoring system.

Though the hon. Minister did not mention anything or re-affirmed about the completion date of the most important national project, namely the conversion of Lumding-Badarpur railway line, I hope that the Railways will complete it on or before 1st January, 2014 for which the people of South Assam, Tripura, Mizoram and Manipur are waiting very anxiously. The same is the case of another national project namely Bogibeel. I urge upon the Railway Minister to complete these projects within the revised stipulated time frame.

19.00 hrs.

Madam, I have seen in the Railway Budget that Karimganj to Mahisasan 10.3 km. rail line will be taken up for reconstruction after long time. It was a part of Kolkata-Silchar of Assam-Bengal Railway. This Railway line from Mahisasan to Latu, which is in Bangladesh was withdrawn in 1960s. Now, we have a demand for transit route through this line and for which reconstruction is essential.

MADAM CHAIRMAN: Thank you.

SHRI LALIT MOHAN SUKLABAIDYA: Only two minutes, Madam. I have to make very important points.

MADAM CHAIRMAN: You have put all your points. Please conclude now.

SHRI LALIT MOHAN SUKLABAIDYA: We had a demand for renaming Silchar Railway Station as Bhasha Shahid Silchar Station because at this Station 11 people laid their lives for the cause of making Bengali language as one of the State languages. After their sacrifice Bengali was declared a State language and we demand that the Station, where they laid their lives, be named as Bhasha Shahid Silchar Station.

In this Parliament, in the Railway Budget, the then hon. Minister rather assured us that when we get the Home Ministry's clearance it would be done.

MADAM CHAIRMAN: Please conclude now. You have put all your demands.

SHRI LALIT MOHAN SUKLABAIDYA: I am concluding, Madam.

But the Home Ministry, with a derogatory remark refused the proposal saying that these martyrs have no national recognition. We got the language because of the sacrifice of these martyrs. Everywhere in the world, wherever Bengali people are there, these martyrs are remembered on the 19th of May and they are respected everywhere. They are internationally recognized. I do not know what is the scale of national recognition. So, I would request the hon. Minister to look into this.

Lastly, Silchar to Agartala, the train service is there from Karimganj and Silchar.

MADAM CHAIRMAN: Please conclude now.

SHRI LALIT MOHAN SUKLABAIDYA: Just one minute, Madam. I have been waiting here for too long.

MADAM CHAIRMAN: You have taken so much of time.

SHRI LALIT MOHAN SUKLABAIDYA: This train in either end reaches in the dead of night. There is late running of the train. The track is not a busy track and because of this late running, there is frequent dacoity in the trains. There are unauthorized passengers and they carry unauthorized or illegal forest goods. So, there should be security and there should be checking. I would urge the hon. Railway Minister to please look into it.

[Translation]

SHRIMATI RAMA DEVI (Sheohar): Madam Chairman, I wholeheartedly thank you for giving me an opportunity to speak on the Railway Budget 2012-13. However, I just want to know the time allotted to me so that I can speak accordingly.

MADAM CHAIRMAN: I am giving you only five minutes time.

SHRIMATI RAMA DEVI: We should get 10 minutes time to express our viewpoint.

MADAM CHAIRMAN: Many members have spoken from your side.

SHRIMATI RAMA DEVI: Ok. I will express my viewpoint in five minutes only.

The Railway Budget which has been presented here, is anti-poor and it will further increase the inflation. Thus, the Government that came to power in the name of the common man is doing everything to derail the same common man. This Budget fails to meet people's expectations. It seems as if this Budget will ruin the Railways.

This Budget is more concentrated on the future and less on the present. Most of the railways' projects are lying pending for years. Sufficient funds are not being allocated to the railways for completing the incomplete projects. The hon. Minister of Railways has brought disgrace to his own Ministry by terming the railways as an old, frail person with a bent back. I want to speak about Bihar. Now Shri Mukulji has come and he will pay attention to our viewpoints. We are eagerly waiting for him to make some announcements so as to provide relief to the common people.

Madam, most of the people of Bihar are working in other cities of the country and visit Bihar every two-three months due to which the trains heading towards and coming from Bihar remain overcrowded. According to an estimate, around 31 lack people come to Bihar to celebrate Chhath Puja. However, it is unfortunate that the increase in train services from Bihar has not been made according to the demand. The people of Bihar residing in various parts of the country, come to Bihar to celebrate Chhath Puja, which is an important and popular festival of Bihar.

I would like to request the hon. Minister of Railways that train services may be increased as per the demand during Chhath Puja. At that time, even the platforms are overcrowded. The manner in which the Railways has to stop the sale of platform tickets at New Delhi during the Chhath Puja resulting in loss of revenue to the railways, similarly it has to stop the sale of platform tickets during Holi, Diwali and Eid. I would like to request the hon. Minister of Railways that additional train services should be provided on the occasion of Chhath, Diwali, Eid and Holi.

19.05 hrs.

(Dr. M. THAMBIDURAI in the Chair)

There is rampant corruption in the booking of goods and no action is taken thereon. Recently, a youth desirous of booking his motor cycle from New Delhi to Patna was mobbed by the middlemen as he entered into the gate of the railway station who offered to do the job for Rs.3000/- plus the packing charge. The motor cycle was booked for Rs. 1098/- and that youth had to wait for 6 hours to get the 'bilti' and the receipt. He had to shell out more money to the railway staff for loading and unloading his motor cycle. I want to inform you about all these things. In this budget, there is proposal to extend the railway network upto Nepal and Bangladesh and the survey work for laying a 76 Km long railway line from Bapudham Motihari railway station in my constituency to Sitmarhi railway station via Sheohar has been completed years ago. Laying of a new railway line connecting Gandhi's 'Karma Bhoomi' Champaran and Sitamarhi, the birth place of Goddess Sita, is being grossly neglected. This is the most backward region of Bihar. I regret to say that this project has not been included in this budget despite the fact that I had written a letter and personally met the hon. Minister in this regard.

Similarly, the pay scales of the employees of Kolkata based wagon manufacturing company have been revised by the railways after taking over the said company from the Ministry of Heavy Industries. However, the pay-scales of the employees of Bharat Wagon Mazaffarpur and Mokama Wagon Manufacturing Units located in Bihar have not been revised despite the fact that the said 3 units were taken over by the Railways three years ago. It reflects that discrimination is being done by the Railways.

The hon. Minister has said that several fatal accidents occur at railway crossings in the absence of gatemen and such accidents constitute 40% of the total train accidents. The hon. Minister is feeling relieved after saying this. Similarly, no gateman has been appointed at Shivanagar's level crossing no. 62 located between Sitamarhi and Righa Station leading to loss of cattle and human life.

In my Parliamentary constituency, the work of gauge conversion of Barceghia-Chhoradana under the Second phase of Sitamarhi-Narkatiya ganj railway section should be expedited. I would be thankful to the Minister of Railways if sufficient funds are provided in this budget itself for the third phase of this gauge conversion work. Even today sheds have not been constructed at the platform No. 2, 3

and 4 of Sitamarhi Junction due to which the people face difficulty in boarding and de-boarding the trains during summers and the rainy season. Therefore, it is absolutely essential to construct sheds at these platforms in public interest. Even the pedestrians face a lot of difficulties in the absence of sheds at the said platforms.

I express my gratitude towards the Minister of Railways on making Ghorasahan Station as model station. Ghorasahan railway station is located in middle of the city, the railway line has divided the city in two parts. A large population of the city crosses railway track from the crossing, due to which many accidents take place. In view of public interests, there is dire need to construct subway from Karpoori Chowk to Ambedkar Chowk in the said city. Not even a single railway service was available to commute from Sitamarhi Junction to West Bengal. I would like to thank the Minister of Railways for extending Darbhanga-Kolkata Express to Sitamarhi and fulfilling the aspiration of the people. I would like to request that the demand to introduce new railway services from Bargah, Narkatiyaganj, Betia, Bapudham and Motihari to South Bihar and Jharkhand is being made for the last so many years. The Chauri-Chaura Express running between Kanpur and Gorakhpur should be extended upto Bapudham-Motihari. The Saptkranti Superfast Express which is used to run from New Delhi to Muzaffarnagar starts from Anand Vihar now. In view of inconvenience faced by the common people, it should be reintroduced from New Delhi.

Bairgania railway station under my Parliamentary Constituency was declared as model railway station during the last December but allocation in this regard has found no mention in the current Budget. The Hon. Minister of Railways has increased the freight rates before presenting the Railway Budget in the month of January and rest has been done by making hike in passenger fares in the Budget. The Railways is charging terminal charge at the rate of Rs. 40 per tonne from the traders, since July 1, 2007, despite that traders are not being provided any facility for loading their goods. This extra charge was imposed for proper maintenance of railway terminals and providing basic facilities and expansion of the railway terminals, but I would like to inform the House with regret that railway godowns and platforms of Naugachia, Jumai, Karpoorigram, Bapudham-Motihari, Betia, Sarai, Narayanpur, Anant, Sitamarhi, Jasdih of South Eastern Railways are damaged. There is no water, no electricity or link road available at these stations. Where the additional terminal charge being collected from traders for the last five years is going? The revenue collected by increasing

the railway fares will be wasted in the similar manner. The Minister of Railway should give freight booking facilities so that there should be an increase in booking of railway freight so that railways could earn extra revenue. ...(*Interruptions*)

[*English*]

*SHRI RAMESH VISHWANATH KATTI (Chikkodi): I have to make the following demands:

Demand No. 1: New Railways Lines:

1. Allocation of more funds for Bagalkot-Kudachi New BG line: North Karnataka's one of the long standing demands i.e. Bagalkot. Kudachi New Railway BG Line on PPP basis has been sanctioned during 2010-11 Railway Budget. But, the allocation of funds for this new BG line is very meager. The estimated cost of the project is Rs. 816.00 crores as per the survey report and same amount has been sanctioned in the "Rail Budget 2010-11. But, amount allocated in last two Rail Budgets were Rs. 24.00 crore as against the sanctioned amount of Rs. 816.00 crores. And also amount allocated during this Railway Budget for this project is Rs. 10.00 crores only. But, to complete the said proposed line of 142 km. early, more funds are required.

This is long standing North-Karntaka's demand and I, therefore request the Hon'ble Railway Minister to allocate at least Rs. 200.00 crores in 'Supplementary Railway Budget 2012-13' for early completion of this new line.

2. Allocation of funds for Belgaum-Dharwad new BG line: Belgaum-Dharwad New Railway BG Line on PPP basis has been sanctioned during 2010-11 Railway Budget. But, no funds have been allocated to this line so far. The Hon'ble Railway Minister has announced during this Railway Budget that the said new line project will be sent to Planning Commission for approval.

I, therefore request the Hon'ble Railway Minister to allocate required funds to Belgaum-Dharwad new line Project in 'Supplementary Railway Budget 2012-13' for early completion of this new line.

Demand No. 2: Survey of New BG Lines:

1. Survey of Karad-Belgaum via Nippani BGI line: I am

grateful to Hon'ble Railway Minister for inclusion of survey of long standing Karad-Belgaum via Nippani New BG line in "Railway Budget - 2010-11". But, even after lapse of two years, no survey work has commenced in this year.

In the year 1907, the British Government had planned to provide railway link between Dharwad-Kolhapur via Belgaum-Sankeshwar-Nippani-Kagal en-route with NH-4. When in the year 1954, then Railway Minister late Shri Lai Bahadur Shastri visited the Nippani town and he had promised to sanction the proposed Railway link between Dharwad to Kolhapur via Belgaum-Nippani. This line also saves the journey of nearly 145 km from Dharwad-Belgaum-Karad from existing route.

If the new proposed BG line from Karad-Belgaum via Nippani is sanctioned, the people residing in the Northern Karnataka will be provided with a rail line to Maharashtra towns like Kolhapur, Karad, Pune etc. and other parts of the country. Around four to five large sugar factories, 2 big industrial areas (Karnataka Industrial Development Area, Belgaum and Maharashtra State Industrial Development Area, Kolhapur) fall in between the route. Besides the towns like Sankeshwar, Nippani are commercially growing towns. Sankeshwar is famous for Chilly and Sugar Market, where as Nippani is famous for Tobacco Market. The proposed Railway link line also provides convenient Rail link to the people of North Karnataka to the very famous Mahalaxmi Temple of Kolhapur in Maharashtra and Shri Renuka Yallamma Temple in Karnataka and also many more places.

I, therefore request Hon'ble Minister of Railways to kindly include this Railway project in "Supplementary Railway Budget- 2012-13" and accord sanction to the said project.

2. Survey of Shedbal-Bijapur BG Line

The survey of Shedbal-Athani-Bijapur New BG line has been sanctioned in Railway Budget 2010-11. Accordingly, the South-Western Railway Authority have conducted the survey of said proposed new BG line and submitted to the Railway Ministry. As per the survey, the distance of the line is 112.60 km and estimated cost for construction of BG line is Rs. 763.45 crores. The proposed Shedbal-Athani-Bijapur New BG line is much needed Railway link in the Northern part of Karnataka. Indeed this is one of the poorly railway linked parts of the country. It provides direct link to Hyderabad, Mumbai, etc.,

I, therefore, request to sanction the Shedbal-Athani-Bijapur New BG Line "Supplementary Railway Budget 2012-13" as survey of the line is already completed.

Demand No. 3:

Increase of coaches to the local trains running between Miraj Belgaum-Hubli in Karnataka.

Several requests were made for increase of coaches to the following local trains running between Miraj-Belgaum-Hubli.

1. Train No. 1561/1562 & 1563/1564-Miraj-Belgaum-Miraj,
2. Train No. 1605/1606-Miraj-Londa-Miraj,
3. Train No. 1047/1048-Hubli-Miraj-Hubli; and
4. Train No. 1619-1620- Miraj-Hubli-Miraj

Presently, the above said trains are running with 6-8 coaches. But, there is huge demand for increase of coaches to due to the following reasons:

1. 2000 to 3000 excess passengers are traveling with great difficulties daily from these trains. Most of passengers are agricultural labourers, poor daily workers of rural areas and people are becoming restless for delay and set to go for large scale agitation if coaches are not increased.
2. Lakhs of devotees of Karnataka State are traveling from these local trains to visit Vittal Rukmani Temple of Pandharpur, Mahalaxmi Temple of Kolhapur, Danammadevi temple of Guddapur and as same devotees from Maharashtra State are visiting Shri Renuka Yallamma Temple of Saundatti, Mayakka Temple of Chinchali, Yallalingeshwar temple, Mugalkod.

But, in spite of several requests, augmentation of coaches has not yet been taken up by the South-Western Railways, Hubli and Central Railways, Mumbai.

I, therefore request the Hon'ble Minister of Railways to kindly allocate more coaches to South-Western Railways and Central Railways to enable them to increase the coaches to the above mentioned local trains.

Demand No. 4: Sanction of New Trains:

1. New Trains from Miraj-Bangalore-Miraj: There is huge demand for new trains from Miraj-Bangalore via Belgaum, Hubli and vice-versa. The present trains running on this route are inadequate and passengers are suffering a lot. I, therefore request you to kindly start at least one more new train from Miraj-Bangalore-Miraj or Pune-Bangalore-Pune and

also request you to start the following new trains.

1. Pune-Bangalore-Pune (via Belgaum, Miraj)
 2. Hubli-Mumbai-Hubli (via Belgaum, Miraj)
 3. Hubli-Varanasi-Hubli (via Belgaum, Miraj)
2. Sanction of Garibrath Train. Daily, thousands of agricultural labourers and various workers from poor classes are traveling to various parts of the country, especially to State capital Bangalore and also Mumbai, Pune etc. Therefore, I request to start "Garibrath Train" from Mumbai to Bangalore via Pune-Miraj-Belgaum-Hubli.

3. Extension of Existing Trains up to Miraj.

The following daily trains may please be extended up to Miraj.

- (1) Hubli-Bangalore-Hubli Intercity
- (2) Dharwad-Mysore-Dharwad
- (3) Hubli-Tirupati-Hubli Passenger

The above said train may be extended at least upto Belgaum.

4. Re-start of cancelled trains: The following trains have been stopped or cancelled soon after conversion of narrow-gauge to broad gauge, which were running between Bangalore-Hubli-Belgaum-Miraj.

- (1) Hubli-Pune-Hubli Passenger
- (2) Bangalore-Pune Deccan Express
- (3) Hubli-Vasco Passenger

Demand-5: Extension of weekly Trains to daily:

The following trains running weekly or twice in week thorough Belgaum district may please be extended daily.

1. 12629730-Karnataka Sampark Kranti Exp. from 2 days to daily.
2. 2781/82- Mysore-NZM Swarn Jayanti Exp. from weekly to daily.
3. 16505/06 -Bangalore-Gandhidham Exp.-from 1 day to daily.
4. 16533/34- Yashwantapur-Jodhpur Exp. from a day to daily.

5. 16507/08 - Bangalore to Jodhpur Exp. from 2 days to daily
6. 16531/32- Yaswantpur-Ajmer Exp. from 1 day to daily.
7. 16209/10- Mysore-Ajmer Exp. from 2 days to daily.

Demand 6: Stoppage of Trains.

Sl. No.	Train No. /Name	Where to stop
1.	16589/90	Kolhapur-Bangalore Rani Channamma Exp. Hudali Railway Station
2.	1017/1018	Dadar-Yashwantpur-Dadar Chalukya Exp. Raibag and Pashchapur Railway Station
3.	1035/1-36	Dadar-Mysore-Dadar Sharavati Exp. Raibag and Paschchapur Railway Station
4.	All Express Trains	Kudachi Railway Station.

I have requested many times to stop the Express trains as mentioned above. But, no action is being taken till date. The commuters like prominent Political leaders, Businessmen, executives and the public who are residing nearby Raibag Railway Station, will have to go to the main Railway station to board the train which causes lot of inconvenience. I, therefore request you to kindly take necessary action to stop the said trains at the earliest.

Demand-7: Up-gradation of Railway Stations:

1. Bellad-Bagewadi and Chinchali Rly. Stations: I have requested for up-gradation of Railway Station platforms in respect of Bellad Bagewadi Railway Station of Hukkeri Taluka and Chinchali Railway Station of Raibag Talukas vide my letter dated: 13.08.2009. Accordingly, the General Manager, South-Western Railways has informed me vide his letter Dtd. 30/10/2009 that "It is advised that work for raising of platforms at Bagewadi Halt Station and Chinchali Halt Station has already been sanctioned,

the work will commence shortly with the target date for completion being 31.03.2010".

But, unfortunately, said works has yet not started even after lapse of 2 years. I, therefore, once again request you to undertake the development of the said stations urgently.

2. Parakanatti Rly. Station: Parakanatti Railway Station of Hukkeri Taluka, which is coming under Londa-Belgaum-Miraj Railway track. As a result of non-availability of platform, passengers are struggling to step-up and step-down from train. While stepping up and down of train, incidents like falling down of passengers are happening frequently. The passengers from Parakanatti and nearby villages viz., Mavanur, Hattialur, Ankalgudketra, Nadigudketra, Hidakal Dam, Shindihatti, Hospet, Kanvinahatti, Godachinmalki, etc., are traveling through Parakanahatti Station and income from this station is also better as compare to other rural Stations. I, therefore, request you to take necessary steps for up-gradation of the said Parakanatti railway station immediately.

Demand 8: Permission to lay Pipe line for Irrigation from Krishna River in Athani Taluka, Belgaum District, Karnataka.

The following farmers of my Parliamentary constituency have applied for permission for laying of Irrigation Pipe Line from Krishna River, which will cross Belgaum-Miraj Railway line.

Sl. No.	File No.	Location	Location	Date of Feasibility report received
1.	138	Sri Vijay T Patil	727/200-800	30/04/2011
2.	139	Sri Subash B. Kore	727/200-300	30/04/2011
3.	140	Sri Kalagouda Bapu Tekane	722/700-800	30/04/2011

The above mentioned farmers have obtained loan upto Rs. 50 lakhs from Nationalised Bank for laying of pipe-line. But, due to delay in grant of permission by

Railways authorities, the erection of Pipeline has interrupted and farmers are suffering a lot.

I, therefore request Hon'ble Railway Minister to issue necessary directions to the South Western Railway Authorities to accord permission to laying of pipelines for farmers.

I, once again request the Hon'ble Minister for Railways to include above Railway projects in 'Supplementary Railway Budget 2012-13.

*SHRI MANICKA TAGORE (Virudhunagar): Rail Infrastructure is crucial for a coastal state like Tamil Nadu, situated in distant corner of the country while the consuming market of the country is at the other end, thousands of kilometers away. Unless this infrastructure is developed, industry will not penetrate the state beyond Chennai. Over eighty per cent of the railway track from Chennai Egmore to Kanyakumari, the life line of the state is a single track railway line with partial electrification, creating a serious bottleneck in freight movement besides preventing the railways from introducing modern passenger trains like Shatabdis. After setting up of the Integral Coach Factory in Perambur in 1950s, no new manufacturing unit has come up in Tamil Nadu on behalf of the Railways.

We, the Congress members of Parliament are drawing your kind attention for allocation of more funds to ongoing projects, take a final decision on the assurance given by the then Railway Minister on Freight Corridor for Southern India with Chennai as nodal point to set up new railway manufacturing units in the state including speeding up the commissioning schedule of the second coach factory at Parambur announced in the last budget, besides introduction of new trains. The Railways have sanctioned the neighbouring Kerala state as many as three manufacturing units in the last 2 years.

The doubling project between Chingelpet and Dindigul in Chennai Egmore Kanyakumari section, though sanctioned three years ago, is progressing at snail's pace for want of funds. Hardly 20 per cent of the work has been completed so far. A sum of Rs. 500 crore should be earmarked during the current year (2010-11) so that the project could be completed in two years. The Railways should also give clearance for the doubling project between Madurai and Kanyakumari at the earliest. The ongoing rail electrification work between Tiruchirapalli and Kanyakumari as well as Thakkolam-Aarkonam should be completed this year itself. The track doubling project between Aarkonam to Kancheepuram should also be taken up.

* Speech was laid on the Table.

We are happy to learn that the Freight Corridor project between Mumbai and Delhi and Ludhiana and Calcutta which is all set to attract very massive investments in the region is scheduled to be completed in 2016. We wish to recall the solemn assurance given by the then Railway Minister Lalu Prasad Yadav in the Lok Sabha four years ago that railways will take up the freight corridor project for southern India with Chennai as the nodal point and linking it with Bangalore, Mumbai, Delhi and Calcutta. This assurance still remains on paper and no mention is being made in the railway budget. To allay the apprehension of people of Southern India of discrimination, this project should be implemented without any further delay and completed in a time bound manner.

Gauge Conversion project has been going on in Tamil Nadu for the past 20 years to correct the historical wrong of nearly 80 per cent of the railway track in the state remaining meter gauge till 1994. It is gratifying that a sum of Rs. 460 crores have been earmarked for gauge conversion projects in the state during the current year. The two gauge conversion projects we like to be completed in the next two years are Podanur-Pollachi in Coimbatore Dindigul section and Tiruvarur-Karaikudi. A sum of Rs. 300 crore should be allocated for this purpose. The Manamadurai-Virudhunagar gauge conversion work started nearly three years ago should be completed this year. A sum of Rs. 50 crores should be allocated for the purpose. Even though the gauge conversion work on Villupuram Katpadi has been completed nearly a year ago, the railway safety division is taking its own time to complete their work, delaying the commissioning of the project. This work should be speeded up and the railway line opened for traffic at the earliest.

The allocation of funds for new railway lines in the state during the current year is a pathetic to say the least at Rs. 177 crore. At the current rate of funding, these projects will not get commissioned for at least two decades. A sum of Rs. 7 crore is earmarked for Rs. 600 crore Chennai Cuddalore railway line and Rs. 30 crores for Erode Palni railway line. Fund allocation for both these projects should be considerably stepped up considering that the total cost of both the projects is over one thousand crore. Both these projects were cleared three years ago.

As many as five new railway line projects were cleared by the railways way back in 2008 but the Planning Commission put the spokes by insisting that the Tamil Nadu Government should contribute fifty per cent of the total cost. The projects are Ariyalur Thanjavur, Dindigul

Kumilli, Tiruvannamalai-Jolarpettai and Needamangalam-Pattukotai. We are surprised to find in the railway budget that another survey is going to be undertaken for all these projects de novo. The fate of Arriyalur-Thanjavur new line project is however not known. Another survey means that these projects are as good as dead or will take decades to be implemented. All these projects which have already been cleared by the Railway Board should be implemented without resort to fresh surveys. A sum of Rs. 100 crores should be earmarked for the already sanctioned new line project from Tindivanak to Nagari.

The Railway Minister hinted while presenting the budget that suburban train services are confined only to four metropolitan cities and therefore cannot be extended to other states. This vestige of British rule needs to be done away with by starting suburban train services in tier-2 towns in an urbanized state like Tamil Nadu.

Suburban services should be introduced in Madurai connecting Sivaganga, Virudhunagar and Dindigul, Coimbatore with Pollachi- Erode-Mettupallayam and Trichi with Thanjavur, Karur and Laigudi.

For development of suburban services in and around Chennai the railways should consider setting up Chennai Rail Vikas Corporation on the lines of similar Corporations already set up for Mumbai and Calcutta. Suburban services in Chennai should be extended to Kancheepuram, Katpadi and Gudur. The MRTS line between Chennai Beach and Velacherry has been completed after a prolonged delay it took nearly thirty years for the Railways to complete a 25 kilometer project due to paucity of funds. The MRTS circuit should be completed by extending the railway line from Velacherry to St. Thomas Mount during the current year.

Sufficient funds should be earmarked for development of passenger terminal at Ambaram. This project was sanctioned three years ago and a very meager sum of Rs. 7 lacs have been earmarked in the budget during the current year for its development. When Delhi Mumbai and Calcutta can have four to five passenger terminals, Chennai urgently needs the Tambaram terminal for south bound trains as a third terminal Another terminal should come up at Royapuram exclusively for trains going to eastern India so that the existing Chennai Central and Egmore stations can be decongested.

Ninety per cent of the trains bound for Tamil Nadu from other states including Delhi stop at Chennai Central, situated in one corner of the state. Majority of trains do not crisscross the state and therefore people of the state do

not benefit from this exercise. For instance four of the six new express trains introduced under the Tamil Nadu quota of the railway budget hardly pass through 20 per cent of the total distance in the state. They are Chennai Shirdhi, Chennai Mysore, Purulia Villupuram, Kharagpur Villupuram. The last two trains are specifically meant for patients from eastern India undergoing treatment at Christian Medical College Hospital, Vellore. These two trains should be at least extended to Kanniyakumari so that there could be better south east connectivity.

Tirukural Express between Nizamuddin and Kanniyakumari was introduced as a weekly train nearly 8 years ago. Nizamuddin Madurai Sampark Kranti Express runs twice a week. Both these trains crisscross the entire state, should be run on a daily basis. The newly introduced Vivek Express which reaches Kanniyakumari using a circuitous Kerala route should be made to run through the shortest route through Tamil Nadu.

No Rajya Rani Express is introduced for the state though 10 such trains are introduced in the current railway budget. We demand that a Rajya Rani train be introduced between Chennai Egmore to Tirunelveli-Tuticorin. Consequent upon gauge conversion, a new train should be operated between Mayiladuthurai and Bangalore. The train running between Salem and Vridachalam should be extended to Tirpapuliur (headquarters of Cuddalore district). An additional day express should be run between Chennai Egmore and Tiruchirapalli on the main line. The Mumbai Nagercoil Express train should be made a daily service. The Pondicherry Bangalore express should run via Tirupuliyur with a stopping at the district headquarters town. New Express train should be run from Kancheepuram to Bangalore via Melmaruvathur, Tirupathi to Nagore via Kancheepuram, Kancheepuram to Katpadi via Tirvannamalai.

In terms of announcement made for new trains in the 2009-10 Railway budget, some of them are yet to be introduced in Tamil Nadu. These include Bharat Tirth trains starting from Madurai and Rameshwaram connecting pilgrim centres all over the country. This project has not taken off. A bi-weekly train was announced in the last budget between Madurai and Tirupathi is yet to start. Both these trains should be inaugurated without any further delay. Madurai and Rameshwaram should be declared as pilgrim hub of the country and more trains should be introduced from these pilgrim towns.

Out of the 584 railway stations in the country declared as model Adarsh railway stations, Tamil Nadu has secured

hardly five railway stations of Kumbakonam, Mayilduthurai, Nagore, Tirapur and Tuticorin. The railways should declare at least 25 railway station in the state as Adarsh model railway stations so that people realize that they care for the passengers.

Presently, undersigned represents Virudhunagar Parliamentary Constituency of Tamil Nadu as a Member of Parliament. The local people of my constituency are facing lots of problem with regard to the traveling to various destinations. You may be aware that Shivakasi under my parliamentary constituency is popular for the cracker industry all over the world and it gives good revenue to the State as well as to the Central Government.

Thus, to promote the cracker industries, business opportunities and all-round development of the area as well as the state, it is the necessity of the time to provide the following facilities to the people of Virudhunagar by your esteemed Ministry.

The main demands of the area are given as under for your kind sympathetic consideration as well as to incorporate these in the coming Rail Budget for the year 2012-13.

1. The Broad-gauge conversion of Virudhunagar to Manamadurai line is in final stage and is to be given final deadline.
2. Tenkasi to Tirunelveli line BG conversion is needed to be speeded-up.
3. BG of Senkottai to Pulanur line is necessary and should be done on priority.
4. Doubling of Madurai to Virudhunagar line. Plan should be included in the upcoming budget.
5. Diesel multiple unit passenger train for South Tamil Nadu can be started in Virudhunagar to cater to Tuticorin, Ramnad, Tirunelveli, Kanyakumari and Madurai.
6. New line survey-Madurai to Rajapalyam via J. Kallupatti is to be inducted in this rail budget.
7. At present, three passenger trains are operating from Tenkasi, but keeping in view the increased load of passengers on this route; one extra train is also required for smooth journey of daily passengers.
8. The weekly train from Nagercoil to Bengaluru is to be converted in to daily operations.

9. Kanyakumari to Delhi 'Vivek Express' has to be run daily.
10. In the previous budget, Mamata ji has announced. Virudhunagar Junction Railway Station to be upgraded as a 'Model Station', but nothing happened so far. Needs to be upgraded as early as possible.

Keeping in view the sentiments of the local peoples and their grievances; I on behalf of them as a public representative request your good self to kindly incorporate the above mentioned demands/suggestions in the forthcoming Rail Budget and oblige.

*SHRI A. SAMPATH (Attingal): The people of India eagerly view every Rail Budget. Our recent Budget have become mere wishes without any backing which neither conscience nor common sense can justify. The Budget of 2010-11 and 2011-12 remain only in paper. Nobody knows even it may materialize, if at all. Now the present Minister is the third Union Minister for Railways during the third year of UPA II, one proposes and another disposes.

I wonder whether there is collective responsibility, whether the Railway Ministry is responsible towards the people. Alas, gone are the era when a Minister will own the responsibility of an accident and then resign from the post.

Sir, I may be permitted to point out that this budget lacks a nationalistic view. The allocations are disproportionate. The hike in fares will add burden to the common people. May I ask for and suggest certain measures? When will the Railways reach a stage of passenger friendly cleanliness? The two lakhs of vacancies should be filled at the earliest. Work load of the employees should be reduced.

My State Kerala has been demanding for the introduction of certain new trains for a quite long time, which are still absent in this budget also. The Sabari rail route should be developed as a mountain rail network connecting Pundur, Nedumangad, Venjaranood to Thiruvananthapuram and Nagercoil. If the Kottor-Ambasamdrum road becomes a reality, rail-road connectivity can lead to faster development of the Southern States of Tamil Nadu and Kerala.

The creation of a Paniaswhar Railway Zone along will solve at least some of the problems faced by Kerala. I do not intend to repeat the demands submitted by Hon'ble

MPs while the then Railway Minister Shri Dinesh Trivedi held a meeting at Thiruvanthapuram on 16th September, 2011. I request the new Minister to kindly spend some time to hear the views and voices of the elected representatives.

The declaration by previous Ministers regarding Medical Colleges, drinking water, bottling plants, Kendriya Vidyalaya, IITs etc. are still in hold. Not even a single stone have been laid for these ventures so far. I totally disagree with the view expressed by the then Hon'ble Minister in his budget speech about the stoppages. These stations earning good revenue and where a large number of women and girl passengers demand, is it fair to deny the stoppages? Please allow a stoppage for Purassuram Express (No. 16349 and 16350) at Chirayintgid in my constituency as promised to the late veteran parliamentarian Shri Varkala Radhakrishnan 5 years back. People will have a relief if Sabari Express (No. 1722 & 17230) is provided a stop at Murukkumpuzha which is very near to the Teehnopark and the CRP camp at Pallipuram. Kadakkavur needs a stop from Naveli Express (No. 16603 and 16604). Varkala Sivaji should be provided with a stop for the newly introduced Janshatabdi Express via Kottayan (No. 12081 and 12082) and the Kollam-Madurai Passenger (No.56700 and 56701) should have a stop at Nemon because it is next stop of Thiruvananthapuram Central.

I also request that all pending cases against people who have participated in agitations demanding railways' development and connected issues should be withdrawn in toto.

Before concluding I once again request the Hon'ble Minister to allot funds for the construction of an ROB at Chirayinkegshu in the coming year.

*SHRI J.M. AARON RASHID: I welcome the Railway Minister will definitely roll back to the earlier level the raise of the AC 3 tyre and SL Coach charges, in which the Aam Admi travels. In my constituency the meter gauge conversion work from Madurai to Bodi is very slow. I request the Railway Department to expedite the work immediately. I request for new Railway lines to Batlagundu, Periyakulam, Theni, Chinnamanur, Cuddalore to go to Ayyappa Temple. I appreciate the Railway Minister to open a new tunnel in JK valley of 11 km meters long in Pirpanjal Mountain connecting in Kashmir valley. I would like to request a tunnel to be opened between Guddalore to Ayyappa

* Speech was laid on the Table.

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temple. The survey says it is only 7 kms distance. Pilgrims from all over India can reach the temple very easily, also a tall amount can be collected from the passengers at the time of their travel hill station. Old people are suffering from vomiting, headache, BP, dysentery and sensational disease. To avoid this, the 7 km tunnel is very important to reach Ayyappa Temple. Railway canteen/house keeping tenders are being given to so called influential companies. UPA Government is giving preference to minority community on priority basis. Railway department should also consider these communities. Old heritage Royapuram is 500 meters from Madras Harbour having 15 platform facilities. This terminal should be used to facilitate to South bound trains from Royapuram, if trains are starting from Tamparam a person have to reach Royapuram, it takes 20 minutes and it is huge burden to travel with family.

I appreciate the Railway hospital in Perampur is doing yeomen service to the Railway employees and general category people. Their charges are minimum and affordable good service. Some railway hospital is to be opened in Bodi area as lot of government lands is available. All trains should have computer wify connectivity, so the passengers can use their laptops/computers in their idle time.

I have requested 3 over bridges in my constituency 7 years back and till now continuously 1 in Solavandan, 1 in Theni outer and 1 in Theni city. Please provide the same so that the local traffic will move freely and also I request railway authority to stop trains at Solavandan city namely Vaigai, Pandain and KK Express.

A lot of people in Tamilnadu are using railway as main transporting facility because of hike in bus fare. Every hour 1 electric train should go to Madurai to Bodi to facilitate the small farmers producing spices, tea, vegetables and cardamom to local big market in Madurai. Booking stations to be opened in Bodi, Theni, Cumbum and Usilampatti.

I came to understand that Railway announced new rail coach factory in Odisha, Gujarat and Karnataka. Under UPA Government's auspicious guidance of Smt. Sonia ji and Hon'ble Prime Minister Shri Manmohan Singh, we are giving importance to all other party ruling States also. Sir, I want to register my protest. The traditional coach factory ICF production is reduced from 1500 to 800. Why this reduction? Partial treatment from the railway for integrated coach factory. I request coach factory production again to earlier level. I appreciate that we are setting up their own wind mill plants. Railways have given water through their

tankers. They can provide clean drinking water to the passengers too.

SK. SAIDUL HAQUE (Bardhaman-Durgapur): Thank you, Chairman Sir, for giving me this opportunity.

I would, first, request the hon. Railway Minister to withdraw fare hike in suburban and non-suburban trains; and fare hike for the Second Class and Sleeper Class travel. I also request the hon. Railway Minister to withdraw the freight hike of 20 per cent which will have an inflationary impact. There should be no provision of 'fuel adjustment component'.

I also request the hon. Minister to look into the plethora of promises that have been given in the last three years budgets. There are 427 projects pending at all-India level and in West Bengal they are 16. They should be immediately completed.

I request the hon. Railway Minister to see that in the PPP mode there should not be any large scale privatization in Railways. At the same time what needs to be seen is that the safety and modernization of Railways is very important and which has been neglected. Now, Railway journey has been termed as accident journey. The new Railway Minister will look into it. I request him to introduce anti-collision device, to modernize signaling system, upgradation of track and engage men at all unmanned railway level crossings. He should also ensure safety of railway passengers, particularly, women in their journey.

Now, I would like to draw the attention of the hon. Minister on one thing that Railways being a public sector undertaking is itself violating the law of the land in regard to Employment of Manual Scavengers and Construction of Dry Latrines (Prohibition) Act, 1993. It should be looked into and bio-latrines should be introduced.

At the same time, I would like to draw the attention of the hon. Railway Minister that in this year the Central Vigilance Commission's Report 2010 says that the Railways are the most corrupt Government Organisation in the country. The hon. Railway Minister should look into it.

Now, I request the hon. Railway Minister to look into some of the proposals of my Constituency:

- (1) To construct four railway over-bridges. One at Burdwan Town on Burdwan-Katwa Road. Next at Talit, on Burdwan-Guskara Road. Third at Panagarh on Panagrah-Silmapur Road. Fourth at Mankar on Budbud - Balgone Road.

- (2) To introduce one pair of passenger trains between Durgapur and Howrah in Eastern Railway.
- (3) To give stoppage of one New Delhi Bound Rajdhani Express at Burdwan in Eastern Railway; Howrah-Ranchi Shatabdi Express at Burdwan; and Himgiri Express stoppage at Durgapur.
- (4) To install one escalator at Durgapur Station in Eastern Railway.
- (5) To make one halt station at Kondaipur under Asansol sub-Division in Eastern Railway.
- (6) To complete soon gauge conversion of Burdwan-Katwa line by providing more fund.
- (7) To implement and expedite the project of conversion from metre gauge to broad gauge from Lumding to Badarpur via Silchar to Agartala which had started in 1980 but the progress is not satisfactory.
- (8) To restore rail service from Pandaveswar to Palasthali, which has been closed for the last 10 years in Eastern Railway.
- (9) To give proper attention to the 'emergency quota' that is provided generally on the recommendation of a MP.
- (10) The Railway should not harass the railway hawkers and should provide identity card to all of them.

[Translation]

SHRI ASHOK TANWAR (Sirsa): Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak. I rise to speak in favour of the Railway Budgets. I understand that the Government and the Hon. Minister of Railways have presented a very good Railway Budget. As far as fare hike is concerned, I understand that in view of the condition of the farmers and workers, the Government will definitely take some decision.

As far as the railways is concerned, the entire House wants to speak on the railways. It shows that how railways is connected with every person's and country's need. If we go in history, we will find that the railways was the most important aspect of industrial revolution. Railways has played an important role in the development of country and the world. If we go in the history of the last 300-400 years, we will find mention of China, US and other countries, and also find how India has tried to increase its railway network. It has also been discussed. I welcome the effort

made by the Government to make comprehensive transformation of the railways through Pradhanmantri Railway Vikas Yojna formulated on the lines of Pradhanmantri Gram Sadak Yojana in the Twelfth Five Year Plan and I understand that the District Headquarters or the backward areas and remote areas in particular which have not got the railway connectivity so far, will get the railway connectivity.

Mr. Chairman, Sir, I hail from the area which is located on the Pakistan border. All my colleagues, whether they are from Bikaner, Bhatinda or any other area who took part in the discussion are aware of the problems of the border area. We need to pay special attention towards those areas and I am sure the Government will pay attention towards the backward areas as well as towards the areas important from the point of view of strategic importance. I would like to make a mention of my area particularly as there is paucity of time. There are approximately more than two districts in my Parliamentary Constituency-District Fatehabad is also in my Parliamentary Constituency, but its headquarters is yet to be provided railway headquarters. This is our demand that it should be provided railway connectivity, I would like to thank the Hon. Minister of Railways and the Government for sanctioning one railway line for Rohtak, Hansi via Meham. I also welcome the decision to send a proposal to the Planning Commission in regard to laying of railway line from Hisar to Agroha, Fatehabad is a centre of religious importance, I also welcome the proposal to lay railway line from Patiala to Jakhal, Narwana via Sawana and I am sure the work at very fast pace will be undertaken in these areas.

As far as my Parliamentary Constituency is concerned, even after lapse of 60-65 years after independence, we have to travel via Bhatinda to reach there. Therefore, I urge upon the Government besides laying railway line alongwith NH-10, Hansi-Meham line which has been discussed just now should be extended further. I understand that all the National Highways passing through Delhi have been linked with a good railway network. Shatabdi trains run on these routes. Special attention should be paid towards it. Dera Sacha Saudha, Radha Swami Satsang, Dera Baba Bhuman Shah and many other Deras are located in my area where lakhs of devotees came from the entire country. If this network is strengthened, it will be beneficial for devotees and all other persons visiting the area.

I would conclude my speech while discussing one

more important aspect. At present, we pay a lot of attention to agriculture. My area ranks no. 1 in wheat production across the country, no. 2 in cotton production and produce large quantities of vegetables and fruits. Therefore, I think the railway network should be expanded accordingly. After independence, even today thousands of acres of land is under Railways in Sirsa. All the Hon. Members just discussed regarding protection of railways land, a very important resource and use it for either social sector or for commercial activities. There was discussion going on here regarding passenger fare. I think that if we utilise the available resources in best way, we could strengthen the railways in future.

Alongwith this I am thankful for sanctioning two railway over bridges and a number of trains have also been extended but still the Washingline, platform at Sirsa, constructing loop at Bhiwani, adding more coaches to the only train which leaves for Delhi in the morning, Kisan Express can make travel easier for the common man, farmers, labourers, students, employed persons who come to Delhi.

Lastly, I congratulate the new Hon. Minister as he would get full support of the Government, the Hon. Prime Minister, Hon. Finance Minister and Shrimati Sonia Ji in dealing with the challenges before him. I urge upon him to also look into all the projects sanctioned in Haryana.

SHRIMATI KAMLA DEVI PATLE (Janjgir-Champa): Mr. Chairman, Sir, I am grateful to you for allowing me to speak on the Railway Budget. Hon. Minister of Railways has further burdened the already struggling common man by increasing the passenger fares. Sir, through you I would like to draw the attention of the Hon. Minister towards Chhattisgarh. People of Chhattisgarh had pinned a lot of hopes on this Budget but all their hopes were dashed to the ground apart from the survey of railways line in the Budget. Not even one name of railway stations in Chhattisgarh was proposed for gauge conversion, in list of modal stations, passenger trains, MEMU, DEMU or setting up of railway based industries.

Newly created Bilaspur zone of the South - East Central Railways is the largest revenue earning division of railways. It should be vested with rights and industrial development on the basis of zones should be done in the instate.

I thank the Hon. Minister for changing the name of the railway station in district headquarter of my Parliamentary Constituency Janjgir-Champa from 'Naila'

to 'Janjgir Naila' Station. Alongwith this, the said station should be upgraded as modal station and the long distance trains in at least South Bihar, Gondwana at Akaltara, Gitanjali at Champa, Jan Shatabdi at Baradwar and Ahmedabad Express at Shakti. I urge to provide passenger services and upgradation of Kotmisunar, Kapan, Balpur, Saragaon and Jetna stations provide passenger halt at Birgahni between Naila-Champa station and at Karibandha between Sakti-Jharadih station, introduce a new express train from Puri-Jharsugda to Allahabad via Raigarh Bilaspi and new coaches should be attached to the local trains plying between Korba, Raigarh and Raipur and a new Intercity train should also be introduced between these two towns.

I urge to start the work on approved railways over/ under bridge at Khoksa No. 342 and Champa yard No. 337 and overbridges should be sanctioned at Balauda Pantora level crossing, Sakrali level crossing on National Highway No. 49 between Baradwar and Sakti level crossing on Admar-Malkharauda national highway. I demand to provide a foot over bridge or level crossing near Nahriya Baba Temple and utilization of Naila Rake Point. Mr. Chairman, Sir, I thank you for allowing me to speak.

[English]

*SHRI SANJAY DINA PATIL (Mumbai North East): I support the Railway Budget 2012-2013 presented by our Railway Minister.

Considering the financial crisis the Indian Railways is passing through, the present Railway Budget has tried to arrest the slide but the method chosen by the Ministry of Railways hits poor citizens the hardest. The "rationalization" of fare is harsh on the short-distance traveler who will have to bear up to a 150 per cent increase, while the higher class passengers will be burdened with a hike by about 30 per cent. I urge the Hon'ble Minister to give relaxation of hike to the General Passengers traveling by local trains and the passengers traveling in sleeper class. In the current 'Railway Budget' proposals for 2012-13, the hike is incrementally linked in terms of the distance of travel, besides the class and the train. Though across-the-board fare hike will generate additional revenue of Rs. 7,000 crore in 2012-13 the introduction of fuel adjustment component in the fares when it comes into being, the fares would go up further.

* Speech was laid on the Table.

I congratulate the Ministry of Railways for scoring points on safety. Besides setting up a Railway Safety Authority as a statutory regulatory body as recommended by the Kakodkar Committee, tracks, bridges, signaling and telecommunications, rolling stock, stations, level crossings and freight terminals will all be focus areas. Railway Minister's decision to pursue the redevelopment of stations through the PPP mode may help upgrade passenger facilities but the contracts and projects must be carefully audited. Hon'ble Minister has suggested that a Logistics Corporation will take on freight, and a national High Speed Railway Authority will be set up to look at the six corridors identified for development. However, the key index the Railways has to look at is the Operating Ratio—the amount spent to generate Rs. 100 in revenue—which has climbed to 95 per cent thus intending to bring this indicator down to 84 per cent in the coming year. The long-term health of the Railways depends on meeting that efficiency target and going beyond it; squeezing a few extra rupees from those passengers who may least be able to afford is hardly the answer.

With several ongoing projects and schemes to modernize the Indian Railways and with steps augmenting number of train services, streamlining and gearing up freight movement and increasing the connectivity of the Railways to the far flung corners, Hon'ble Minister of Railways has been doing a commendable job and I would like to congratulate the Minister of Railways for taking care of about 7 million Mumbai railway passengers as the Railway Minister has proposed a slew of initiatives in the railway budget for 2012-13.

In a bid to ease the pressure on suburban railway system due to rising passenger flow, hon'ble Minister has proposed 75 additional services, 1,500 new coaches for Mumbai local trains, expansion of suburban rail networks and addition of more services in Mumbai. In the current Budget, it has been proposed to have elevated corridor from Churchgate to Virar and the plan of which is being currently firmed. Twelve-car trains are proposed on harbour line for Navi Mumbai where a new international airport is being currently developed. A new double line work of Belapur-Seawood-Uran is in progress, which will provide direct connectivity to JNPT. The proposed rail corridor will be executed through PPP model in coordination with the government of Maharashtra. The project will enable introduction of premium AC suburban rail services. A pre-feasibility survey for a similar corridor between Chhatrapati Shivaji Terminus and Kalyan (55 km) is also proposed to be taken up in due course.

A new coaching complex in Navi Mumbai at Panvel and coach maintenance complex at Kalamboli in partnership with the government of Maharashtra through City and Industrial Development Corporation are also planned. This will facilitate direct connectivity of Navi Mumbai to other parts of the country.

Further, electrification on Indian Railways had its advent with the introduction of 1,500 volt DC traction system in Mumbai area during 1925 to 1929 for running of suburban services. The system had outlived its utility and required replacement to the modern 25,000 volt AC system. The task of conversion from DC to AC has been successfully achieved on the entire Western Railway portion. Ministry of Railways have proposed that a similar conversion will be completed during 2012-13 on the Central Railway portion which extends to Pune. This will give significant benefits by way of higher speeds, reduced journey time and substantial savings in operational costs.

I would like to thank the Hon'ble Minister for the flagship Mumbai Urban Transport Project (MUTP) phase-I which has already been completed with the investment of Rs. 4,500 crore with the cooperation of Government of Maharashtra and other stakeholders. Rail users in Mumbai have been benefited with the induction of 1,500 electric multiple unit (EMU) coaches, thus increasing the carrying capacity by 35% and thereby reducing the congestion and overcrowding during peak hours. The work on MUTP phase II at a cost of Rs. 5,300 crore is also progressing and its completion will further boost the suburban transport services in Mumbai. A road map for MUTP III has been prepared to further strengthen and augment the suburban rail infrastructure and Mumbai Rail Vikas Corporation (MRVC) would carry out feasibility study for construction of faster corridors on CST (main)-Panvel and Virar-Diva-Panvel sections through innovative financial mechanisms. The proposed 72 km link between Virar-Panvel third line in the PPP model will open new avenues for development of northern part of Mumbai and facilitate commuters to transit between eastern and western parts of the city. Feasibility of services from Panvel to Navi Mumbai airport will also be examined. Therefore, people of Maharashtra in general would like to thank Railway Minister for providing/clearing some of the pending rail and related infrastructure projects for Maharashtra.

I would like to have a word of caution that we Mumbaikars eagerly expect 12 car rakes to chug into Harbour Line in a couple of years, which will increase the carrying capacity of a train by as much as 33 per cent (so,

if a nine-car rake carries 4,500 people during the peak rush hour, a 12 car train will carry 6,000). However, Work on the ground-like lengthening of platforms and relocation of signal posts-would only start after tenders are issued in the next couple of months and this should be expedited so that works are completed in a time-bound manner. Hence, I request the Hon. Minister to bestow his attention to implement these projects outlined/sanctioned as early as possible.

SHRI NARAHARI MAHATO (Purulia): Thank you very much, Mr. Chairman, Sir, for giving me this opportunity to participate in the discussion on the Railway Budget for the year 2012-13. It was placed in this august House on 14th March, 2012.

Firstly, I would welcome and congratulate the hon. Railway Minister for fulfilling the demands of the Railway's present situation. The Indian Railways is the biggest Government Undertaking, and it is the largest railways in the world. Our Railways' financial situation is best known by its operating ratio. In the year 2004-05, the operating ratio was 91 per cent; and in the year 2011-12, it is 95 per cent. So, the hon. Minister has expressed his willingness that it would be continued; and it would come down to 85 per cent in the coming Budget.

Sir, the hon. Railway Minister has made a mention of *ma-mati-manus* in the Budget. But it seems to me that the manner in which the fare has been hiked, the common people have been neglected, they will have to bear the burden.

The hon. Minister in his Budget Speech has announced that in the year 2012-13, around one lakh personnel would be appointed. But such types of announcements are made many times but they are not implemented. The Railway Budget, which was presented by hon. Shri Dinesh Trivedi, is also on the basis of Vision 2020. It means what is the roadmap of Indian Railways for the next 20 years. We do not have sufficient money for passenger facilities. Passenger facility means renovation of railway stations. Most of the railway stations in our country are not maintained properly.

The amenities of railway service should be looked into carefully. The EMU coaches and local trains do not have the provision of toilet facilities because of which the senior citizens suffer hardships when they undertake long journey. So, this facility should be introduced immediately.

The DRUCC and ZRUCC Committees should be composed in time and meetings should be held properly

in which the Member of Parliament will be acknowledged about the progress of work in his constituency. I want to draw the kind attention of the hon. Minister, through you, Sir that the MPs have to be invited by the Railway Department to any occasion and inauguration ceremony, irrespective of the parliamentary constituency, which has been neglected from time to time.

Now, through you, Sir, I will apprise the hon. Railway Minister about some problems and demands of my parliamentary constituency. I belong to a parliamentary constituency, Purulia in West Bengal. It is bordering Jharkhand. My first demand is that from Ranchi to Purulia, the distance is 122 kilometres. But from Ranchi to Kotshila, the distance is 88 kilometres, and it is a double line. Only a distance of 34 kilometres from Purulia to Kotshila is single line. Again and again, I raise this matter in the House and draw the attention of the hon. Minister but it has not been done. If this line becomes a double line, the people of my constituency will be able to go to Ranchi, Bokaro, Asansol, Durgapur and Tata Nagar.

My second point is that Adra is a very old railway junction and Divisional Railway Headquarters. An over-bridge should be constructed at Adra because more than 4,000 students, boys and girls, are crossing the railway level crossing. Any time the accident may occur. The over-bridge construction has been pending for the last five years. So, this over- bridge should be constructed.

Thirdly, the railway hospital at Adra was providing very high level facilities to the employees in the past but now its position is very sorrowful. The Gangmen and other Group D employees, who have been admitted, are to be referred to the Zonal Railway Hospital at Kolkata. It is a hardship for the employees. So, my humble submission to the hon. Minister is that the hospital should be developed.

My fourth point is that the poor people of my constituency usually go to Vellore for treatment but there is no train facility from Purulia to Vellore. So, from Purulia to Vellore, the train should be run immediately. A few days ago, we have learnt that a train will be started but till now the train has not been started.

When Shri Nitish Kumar was the Railway Minister, from Jharagram to Purulia, a review was taken for a railway line but till today it is not there in the Budget. Jharagram-Purulia railway line is very vital for Jangal Mahal area. So, a new railway line from Jharagram to Purulia should be there in the Railway Budget.

Sir, having raised some demands and discussed the Railway Budget, I conclude my speech.

[Translation]

*SHRI NAVEEN JINDAL (Kurukshehra): I strongly support the Rail Budget (2012-13).

I would like to thank the former Minister of Railways for sanctioning the survey of Patiala-Kurukshehra and Kurukshehra-Yamunanagar railway line and updating it on my request. After the updating of the survey of this line, the proposal of survey of Patiala-Kurukshehra line was sent to the Planning Commission whereas proposal for survey of Kurukshehra-Yamunanagar railway line was not sent to the Planning Commission.

Therefore, I urge upon the Minister of Railways to get the survey of the Kurukshehra-Yamunanagar line assessed immediately by the Planning Commission.

I would like to congratulate the Minister of Railways for sanctioning the electrification of Kurukshehra- Kaithal-Narwal rail line in the year 2012-13 on my request. So, I request for electrification of this railway line as early as possible after completing the survey so that the people in this area can avail better train facilities.

Keeping in view the needs of the people, I have been demanding for a direct train from Kaithal to Delhi for around last seven years. When the Kaithal Railway users consultative Committee went on hunger strike for these demands, they ended their agitation on my request and assurances. Later on, they gave me a memorandum signed by 21,000 families.

When I raised this issue before the D.R.M., Delhi I was told that a direct train from Delhi to Kaithal cannot be introduced because electrification of Kurukshehra-Kaithal railway line has not been done. When he was apprised that the Train No. 54033, which reaches Jind via Delhi should be extended upto Kaithal, he replied that there is no maintenance facility at Kaithal. 'DEMU' rake is required for extending this train upto Kaithal.

When I told to the Chairman, Railway Board about this, he said that at present DEMU Coaches are not being manufactured. Though it was proposed in the railway budget to extend this train fwhich runs between Delhi and Jind, upto Narwana.

Therefore, my request to the hon. Minister of Railways is that this train may be extended from Narwana to Kaithal

and while returning from Kaithal, maintenance work of the said train should be undertaken by providing half-an-hour stoppage at Jind. It will fulfil the age old demand of the people of Kaithal and the surrounding areas. I request the hon'ble Minister of Railways to give an assurance in his reply to extend this train from Narwana to Kaithal.

Kurukshehra is a historical and religious city where not only the people of India but also the people across the world come to perform last rites of the dead called 'Pind daan' and to take a holy bath on the occasion of solar eclipse. Though the former Minister of Railways had made an announcement to convert Kurukshehra into a model station, however, no work has been started in this regard so far. Therefore, such works should be undertaken at this station so that the people can feel some changes.

An announcement was also made to construct multifunctional complex at this station. Hence, the work of the said complex should be started immediately. Similarly, railways tickets (Passenger Reservation System) should be sold through post offices for the facility of the passengers at Kurukshehra and Kaithal districts.

Alongwith this, I request the hon. Minister of Railways to make an announcement that lifts and escalators will be installed at Kurukshehra station so that the people from all over the country, particularly, the aged people, women, children and disabled persons coming to Kurukshehra on the occasion of solar eclipse and religious festivals can be benefitted.

Kurukshehra-Narwana railway line passes through densely populated areas of Kurukshehra city. There are three railway level crossings on this line which remain closed to road traffic due to which the people have to face a lot of difficulties. The condition becomes even worse during Surya Grahan and other festivals. Hence, this railway line should be diverted to the periphery of the city.

It would not be an exaggeration to say that the Railways can earn more revenue than the expenses, which it will incur on laying of this new railway line by making commercial utilization of old railway land.

Till any decision is taken on this, a provision may be made to widen these three railway crossings so as to provide relief to the people from traffic jams.

There is a proposal to introduce Guru Parikrama train this year for the passengers visiting sikh religious places. My request to the Minister of Railways is that stoppage of this train should be provided at Kurukshehra

* Speech was laid on the Table.

also so that the passengers can also visit Chatti Patshahi Gurudwara which is located in Kurukshetra.

Modern designee water booths may be set up and refreshment rooms should be constructed at Kurukshetra, Kaithal and Jagadhari railway stations also.

The sanitary conditions are pitiable at Kurukshetra, Yamuna Nagar and Kaithal railway stations. Even the condition of benches is not good at Kurukshetra and Yamuna Nagar stations. Hence, it should be improved and these stations should also be renovated.

Whenever I read a newspaper, there is certainly a news regarding car-train collision at unmanned level crossings. Even in today's newspaper it has been published that 15 people have been killed and 7 people have injured due to collision between a train and a vehicle at two unmanned level crossings.

Even in the Railway Budget, it has stated that 40% of such accidents, in which 60 to 70% people were killed, occur at unmanned level crossings only.

Today, there are total 32,735 level crossings out of which 14,896 are unmanned. In foreign countries, automatic system has been installed at all the unmanned railway crossings for closing and opening the gates which get closed 1 minute before the arrival of train and open 1 minute after passing of trains. I believe that we should also install automatic system at all railway crossings so as to prevent accidents. Besides, accidents can also be prevented by constructing ROB and RUB at such crossings.

The other reasons for accidents are more gap between platform and railway bogie, smaller platforms compared to the train etc. Hence, I request the Minister of Railways to pay attention towards this.

In the year 2006-07, around 4,686 Kms railway tracks were replaced, now which has reduced to 3,465 kms. Non-replacement of railway tracks on time is also one of the reasons for accidents.

Even today, around 0.01 lakh hectares of railway land has been illegally encroached upon by the land mafias and 0.38 lakh hectares of railway land is lying vacant. My request is that illegal encroachment on railway land should be removed and the railway land which is lying vacant should be fenced.

The railway stations in the country are not being maintained properly. The condition of toilets at railway stations is even worse. As soon as we de-board the train,

we find uncleanliness around the railway stations. The condition is not such in foreign countries. There is a need to pay proper attention to the maintenance of railway stations. The outer circulating area of the stations should be fenced and illegal encroachments should be removed from there.

The hon'ble Minister should visit a railway colony and see its condition. If comparative study of railway colony with Army Cantonment is done, one will find that the condition of railway colonies is very pitiable. I understand that much funds are not required for the maintenance of railway colonies but there is need to change the perspective in this regard.

1/5 (20 per cent) fuel is spent on railway transportation in comparison to the road transport. But the Railways is not paying any attention to increasing the quantum of goods for transportation. In countries like America and China, the Railways has around 50 per cent share in goods transportation, but the Indian Railway's share is continuously declining. Now, it has got reduced to 36 per cent, and if special attention is not paid in this regard, it is likely to reduce further. Railways should provide facilities to those industries which provide goods in large quantities for transportation and if some industrial houses want to build their own sidings, the Railways should encourage them.

A direct train from London to Manchester runs after every 20 minutes. Similar arrangements for commuting from one city to another city is also available in other countries of the world. There is no rush or hassle to get ticket for the trains there. Whereas in India, if one gets confirmed ticket of the train, it is considered as an achievement in itself. Therefore, the frequency of the trains should be increased to reduce overcrowding in trains and the time gap between the operation of two trains should be reduced.

The present operational ratio of railways is almost 95 per cent, which is very high in comparison to foreign countries. The Railways should take steps to control expenditure to reduce the operating ratio. The target was set to reduce the said ratio to 84 per cent by the end of year 2012-13, but no measures have been suggested to achieve the said target.

In addition to it, the Railways is not making optimum utilization of new assets created to increase the revenue. No new recruitments have been made to run it. The Railways has the maximum human resources. The Railways

should try to rightsize the numbers of employees and wherever required, new recruitment should be made.

Revenue is being earned by putting up advertisements in passenger coaches, similarly, revenue can be earned by putting up advertisements in goods trains also.

There is an urgent need to change the Seemaphore Signalling System. So that the speed of trains can be increased.

A special training in regard to etiquettes, politeness, passenger centered human behavior should be imparted to the officers and employees of the Indian Railways.

Hon'ble Minister of Railways has taken the charge of the Ministry recently. It has been generally observed that the Minister of Railways sanctions more projects for his/her area. But I would like to request that the Hon'ble Minister should not be biased and pay attention to the entire country.

In the end, I would like to thank the UPA Chairman, Shrimati Sonia Gandhi and Dr. Manmohan Singh Ji, in whose able guidance, the current railway budget has been presented. Once again, I support the current railway budget.

[English]

*SHRI G.V. HARSHA KUMAR (Amalapuram): Thank you Chairman Sir, I support Rail Budget for the year 2012-2013. I am happy that Leader of the House Shri Pranab Mukherjee is here. Media projected that this Budget was prepared by the Prime Minister, Finance Minister and Minister for Railways. In this budget safety, Environment and passenger amenities were given utmost importance. In particular, decision to attach 2500 environmental friendly Bio-toilets in the trains is a welcome decision. Similarly, 50% concession in passenger fare for aplastic anaemia and sickle cell anaemia patients along with heart patients, kidney patients and cancer patients is a commendable decision.

There was no passenger fare hike for the last ten years. The passenger fare hike in this year's Budget is quite nominal, which ranges from 2 paisa per kilometer in second class to 30 paisa per kilometer in AC-I class. Earlier, AC-II tier fare for Vijayawada to New Delhi, used to be Rs.1760 for a distance of 1754 kms., now it is around Rs.2000. I don't think this is a big burden, when we are taking up developmental activities. We can develop our

infrastructure only when we can generate additional revenue.

If we compare with western countries, recently, I visited England where I travelled by train from Leeds to London which is only 350 km route and takes two hours to travel, but I had to pay around Rs. 9000. This shows how passenger fares are cheap in our country and passenger fare hike is justified.

Sir, now I would like to refer to my constituency Amalapuram, where we have KG Basin and is generating around Rs. 5000 crore of National Income. And we have a long pending demand for Narsapur - Kotipalli Railway line. This line was sanctioned in 1998, and a foundation stone was laid by Kum. Mamta Banerjee in November, 2000. Kakinada - Kotipalli section was completed and made operational in 2004. Kotipalli - Narsapur section is a 57 kms stretch with an estimate of Rs. 695 crores. The revised estimate for this stretch is Rs. 1033 crores, which was submitted by South Central Railway to Railway Board in August, 2010. But, till now there is no approval of this revised estimate by Railway Board. In 2008, the State Government offered 25% cost sharing for this project, though cost sharing in sanctioned projects is not in practice. Accordingly, the State Government released an advance of Rs. 50 crores in 2011. But only Rs. 2 crores were allotted for this railway line in this Budget. There was a proposal to take up this project under PPP model, but it is yet to be materialized. I request Hon. Minister for Railways to sanction funds for this railway line. I would like to thank Railways for allowing Kakinada - Pithapuram line on cost sharing basis. I also thank Minister for Railways for giving us Kovvur - Bhadrachalam railway line. I wish that this Budget bring us prosperity. With these words I conclude.

*SHRIMATI BOTCHA JHANSI LAKSHMI (Vizianagaram): Hard times demands hard decisions. In my experience as Member of Parliament in the last eight years, this is the first time a railway Minister is dare enough to make the budget proposals to pull-up the necessary resources to make Indian railways world class. I congratulate Shri Dinesh Trivedi ji, the then Railway Minister who presented the bold railway budget for 2012-13. I, also want to congratulate the present Railway Minister, Mr. Mukul Roy, who had taken over the reins of Indian Railways at an important time in History and got into the challenge of meeting the aspirations of people

* English translation of the speech originally delivered in Telugu.

* Speech was laid on the Table.

and following the Vision of Indian Railways 2020 so as to make the Indian railways truly a world class one. As our Father of Nation, Mahatma Gandhi said "we need to maintain more discipline in the times of Adversity only".

At the outset, I want to congratulate UPA Chairperson Smt. Soniaji and Honourable Prime Minister Dr. Manmohan Singhji for taking steps in the overall interest of the country.

The Hon'ble Railway Minister in his budget speech has given top priority for recommendations of the two committees, Dr. Anil Kakodkar's High Level Railway Safety Committee and Mr. Sam Pitroda's Expert Group on modernization and resource mobilization to achieve higher safety standards with modernization of Railways.

All Budget sanctions are with a perspective to achieve Vision 2020 goals. Especially New lines and electrification of existing lines are sanctioned purely on Rate of Return (ROR) basis by keeping Indian Railways economic conditions in view.

Being Member of Railway Standing Committee, I personally know the importance of elimination of level crossing gates to curb accidents. Hon'ble Railway Minister's decision to set up a Special Purpose Vehicle (SVP) named Rail-Road Grade Separation Corporation of India is highly appreciable. I personally welcome the decision to set up an independent Railway Safety Authority as a statutory regulatory body.

I appreciate upgradation of 84 stations as Adarsh stations, at the same time I request Hon'ble Minister to expedite the upgradation and provision of passenger amenities in already sanctioned stations in previous budgets.

I express my sincere gratitude for extending 50% concession in fare to patients suffering from 'Aplastic Anaemia' and 'Sickle Cell Anaemia'. These concessions are more helpful for women, as women are more prone to anaemia.

I personally welcome for exploring possibilities of inclusion of work tenders within the ambit of e-procurement to improve transparency and I congratulate for successful pilot project for e-auction of sale of scrap in Northern Railways.

I appreciate for green Initiatives in Railways like Setting up of 72 MW capacity windmill plants and 2 bio-diesel plants, introduction of solar power at 200 remote railway stations and 1000 manned level crossing gates in non-electrified territory.

The passenger friendly measures proposed for introduction during 2012-13 are as follows:

- Installation of escalators at important stations to facilitate easy movement of passengers.
- Launching of "Book-a-meal" scheme to provide multiple choice of meals, like low cost meal, diabetic meal etc., through SMS or email.
- Introduction of Alternate Train Accommodation System (ATAS) as a pilot project to accommodate waitlisted passenger on alternate trains.
- Sale of PRS tickets through 151 post offices.
- Provisions of differently-abled friendly compartment in specified coaches with berthing capacity for 4 passengers including two attendants along with toilet and other amenities.

I kindly request to sanction 2 lifts in Vizianagar station for old age and PHC and patients and pregnant women.

I personally thank for the sanction of highly desirable and long demanding, new line project during 2012-13, between Bhadrachalam-Kowur, which closely connects socially backward region of Telangana and Coastal Andhra region in AP. I personally thank for the sanction of third line project during 2012-13, between Kazipet-Vijayawada, which is highly desirable to avoid congestion and to run more trains to North India.

Many trains were named after Vishwakavi Gurudev Sri Ravindranath Tagore, celebrating the great poet's 150th birth Anniversary.

Another great poet of Andhra Pradesh, MAHAKAVI Shri Gurajada Appa Rao's 150th birth centenary is also being celebrated. Sri Gurajada Apparao was a social reformer, poet, writer, philosopher. His epic book and drama "Kanyasulkam" has a big effect on the population and made them think about girl child marriages. His colloquial Telugu language and poem filled people with patriotism. His famous poem "Desaman Te mattika' doydEsaman Te manushuOy" (i.e. country means not land but people) has had been shacking the hearts of every Tulugu soul, whether literate or illiterate.

To commemorate his 150 birth anniversary, I request the honourable Railway Minister to name Visakha Express No. 17015/17016 which is plying between Secundrabad and Bhubaneswar passing through north coastal Andhra Pradesh, as Gurajada Express. I also request to introduce a new inter city express between Vizianagaram and

Vijayawada in the name of Sri Gurajada Appa Rao.

I also express my gratitude to the Railway Minister for sanctioning the following in my constituency.

New ROB:

Komatapalli-Gajapathinagaram

New Line Survey: Gunupur-Narsipattanam Road via Kurupam, Parvatipuram, Makkuva, Salur, Narsipattanam

New Trains Via Vizianagaram:

1. to Tirupati
Bhubaneswar-Tirupati Express (Weekly) via Vizianagaram
2. to Mumbai
Visakhapatnam-Lokmanya Tilak (T) Express (Weekly) via Vizianagaram
3. to Bangalore
Puri-Yeshvantpur Garib Rath Express (Weekly) via Vizianagaram
4. to Rayagada
Bhubaneswar-Bhawanipatna Link Express (Daily) via Vizianagaram

I would like to request the Hon'ble Railway Minister to consider for sanction of the 3rd line between Vizianagaram-Palasa via principle town, Rajam for which survey was already sanctioned during 2010-11 budget. I also request the Hon'ble Railway Minister to kindly consider for setting up of Coach Factory in socially and economically backward district Vizianagaram.

At last not the least, instead of increase in passenger fares, Indian Railways may concentrate on increase in its efficiency of operation and explore alternate source of income like by way Railway Land Development, setting up of captive power plants, etc.

To conclude I quote Mary Manin Morrissey, "Even though you may want to move forward in your life, you may have one foot on the brakes. In order to be free, we must learn how to let go. Release the hurt, release the fear, refuse to entertain your old pain. The energy it takes to hand onto the past is holding you back from a new life. What is it you would let go of today?"

With these words, I once again support the Railway Budget, 2012-13.

[Translation]

SHRI RAMSINH RATHWA (Chhota Udaipur): Mr. Chairman, Sir, I would like to express my gratitude to you for giving me an opportunity to express my views on the railway budget. I would like to tell the House that the oldest and longest narrow gauge line of the world passes through my constituency, Dabhoi. The Railways has set up a Narrow Gauge Heritage Park at Dabhoi narrow gauge railway line. After setting up of the heritage park at Dabhoi, all the trains on Dabhoi narrow gauge line have been withdrawn. What is the fun of setting up of Narrow Gauge Park then. My submission is that all narrow gauge railway lines running from Dabhoi have their own importance, like Dabhoi to Chanod Line. Chanod is a big pilgrimage centre. There are three places in the entire country where people visit for offering pooja and performing death rituals ('Shradh'). One is Prayag, other is Chanod and third is Siddhpur. Chanod is the pilgrim centre where from all over the world visit to perform 'Shradh' of their ancestors, therefore, this train service should be restored.

Through you, I would like to demand that UNESCO has declared Champaner, where Jama Masjid is built, as a World Heritage Site. Earlier railway service was operational for Champaner. It has been discontinued recently. The train used to run from Shivalaya to Timba to Champaner. As it has been declared as World Heritage Site, the people from all over the world visit this place to conduct study and gain knowledge about the world heritage site. Therefore this train should be restarted. Secondly, this is a place of tourist importance. The Government has undertaken gauge conversion of railway line from Ankleshwar to Rajpipla but domestic and foreign tourists visit Rajpipla to Sardar Sarovar dam. There is a line upto Tankhala from there. I demand that Rajjeepla, Sardar Sarovar Kewaya and Tankhala be connected by the railway line, so that the said line may become tourist friendly.

I would like to say one more thing. The Government is developing a line from Baruch to Dahez, but the train runs on another line from Baroda, Vishwamitri to Padra from Para to Jambusar is connected with Dahez, entire round will be completed and it will become very convenient for the people over there. Earlier 52 up and down trains used to run through Dabhoi but today there are mere two-three lines ...(*Interruptions*) I will conclude my speech in a minute or two.

Sir, I would like to demand that the said railway line should be made operational again because local shed is located there. Therefore, I demand that narrow gauge line

should be reopened ...(Interruptions)

[*English*]

Mr. Chairman: Please take your seat.

Shri Shailendra Kumar

[*Translation*]

SHRI SHAILENDRA KUMAR (Kaushambi): Sir, I have a request ...(Interruptions)

SHRI RAMSINH RATHWA: I will conclude in just half a minute.

Sir, adequate compensation should be given to the Adivasis whose land and houses are coming in the way of railway line to Alirajpur from Chhota Udaipur. This is my demand.

SHRI SHAILENDRA KUMAR: Mr. Chairman, Sir, I am on Point of Order. I would like to urge upon all the Hon. Members that all of us want to speak on the Railways Budget but there is no arrangement for dinner, thus, if the zero hour is cancelled and debate is held on Railways Budget only, every Member would get time to speak. This is my only request, if it is accepted, I shall be grateful as it would be good for the House ...(Interruptions)

[*English*]

SHRI KODIKKUNNIL SURESH (Mavelikkara): No, we are not agreeing to it. ...(Interruptions)

SOME HON. MEMBERS: No. ...(Interruptions)

MR. CHAIRMAN: No, there is no Point of Order in this.

...(Interruptions)

[*Translation*]

SHRI SHAILENDRA KUMAR: I request the House. ...(Interruptions)

[*English*]

SHRI KODIKKUNNIL SURESH: We are not agreeing to it. 'Zero Hour' is our right, and nobody can deny it. ...(Interruptions)

MR. CHAIRMAN: Please take your seat. There is no need for an argument on this. Please take your seat.

...(Interruptions)

MR. CHAIRMAN: Shri Shailendra Kumar, do you

want to speak on the Railway Budget?

...(Interruptions)

MR. CHAIRMAN: You can speak for two minutes. Tell me the points that you want to mention here.

...(Interruptions)

[*Translation*]

SHRI SHAILENDRA KUMAR: Mr. Chairman, Sir, I am grateful to you for allowing me to speak on the Railways Budget. As you have asked me to speak within the time allotted to me, I would not go in detail and be brief. There are 13 lakh railways employees across the country. The main points in Rail Budget which have come to the fore are passenger fares and the issue of safety and security from accidents. A lot of Members have said while taking part in the debate and so do I, on behalf of my party that the announcements made regarding increase in passenger fares should be reconsidered and the said fares should be decreased.

A survey should be conducted across the country to ascertain the number of unmanned level crossings and gatemen should be appointed on all such level crossings. Besides, the backlog pertaining to the S.C, S.T. and O.B.C. vacancies in railways should be filled. There have been a number of incidents of administering poison the railways which has led to a lot of casualties and a number of unclaimed corpses have been found on the railway tracks in my Parliamentary constituency area Kaushambi, Uttar Pradesh. J.R.P. and R.P.F. should be appointed to keep a check on such activities. Besides, the vacant posts in Z.R.C.C and D.R.C.C should be filled so that their recommendations regarding this could be received.

With regard to the commercialisation of the railway properties, allotment should be made to poor S.C. and O.B.C. families and give them some amenities. Pantry car should be improved. Rats and cockroaches are usually found in the coaches, especially in the A.C. second class and bedding is also dirty, this also should be improved.

There are three railway stations in my parliamentary constituency, Kaushambi namely, Sirathu, Bharvari and Marwadi and no shops have been allotted on the said stations even today. That is why these stations remain deserted as there is no food arrangement. Therefore, shops should be allotted on these stations as early as possible. Apart from this, I would give a written application regarding providing stoppage to a number of trains on these three

stations to the Hon. Minister of Railways later.

My one other demand is that there is no train for Mumbai from Fatehpur and Kaushambi. Therefore, arrangements should be made to run trains from these places for Mumbai. I would like to thank the Hon. Minister of Railways for running intercity train on the 200 km stretch from Kanpur to Allahabad. The Duranto train runs thrice a week from New Delhi to Allahabad, it should be run everyday. Announcements have been made to make the Allahabad station or the lines of airport, thus, the said station should be made a world class station. Next year, Kumbh Mela will take place there and a large number of Indian and foreigner tourists will visit there. The four stations namely Kunda, Pratapgarh, Bharwari, Sirathu, Kaushambi, were declared as modal stations in the last Railway Budget but no arrangements have been made in this regard till date and no computer has been provided. Whatever small initiatives have been taken have been sub-par. You can get it checked.

The cancellation facility of e-tickets should be same as the other general tickets. The announcement which has been made by you regarding the extension of validity of Izzat pass from 100 to 150 Kilometres should be extended upto 200 kms.

Indian Railways buys around eight lakh tonnes railway tracks per year. The Ministry of Railways is buying these railway tracks from only one undertaking without resorting to the open tender process. This is in violation of the General Financial Rules, 2005 implemented by the Ministry of Finance. This manner of purchasing is leading to a loss of around 500 crore to 1000 crores per year to railways. Railways buys almost every material through tender. Only the purchase of train/railway tracks is being done without open tender.

Other undertakings in India are also capable of supplying train tracks as per the railway standard/rules/parameters. But due to the policy of railways to buy the train tracks from only one undertaking is preventing purchase from other capable producers. The Ministry of Railways can adopt the policy of open tender in this regard and the money saved could be utilized for providing better facilities and services.

The petitions committee had recommended to purchase train tracks through open tender in its 2008 report but the Ministry of Railways has taken no action in this regard till date.

I conclude my speech here.

SHRI MUKESH BHAIRAVDANJI GADHVI: (Banaskantha): Mr. Chairman, Sir, I am grateful to you for allowing me to speak. It is a matter of pride for me that both the hon. Pranab da and Shri Pawan Kumar are present in the House today and they are very serious with regard to this matter.

Mr. Chairman, Sir, my Parliamentary Constituency Banaskantha is agriculturally very backward. An announcement has been made in this budget regarding setting up of a coaches factory in Kachh. I humbly request to set up the wheel and axel plan under ancillary industries in Palampur, Banaskantha as it would be much better and it would also stop the migration of the people from the area. The local people get employment and business opportunities.

Sir, I have also tried to make one more suggestion to the Ministry of Railways. Today, the Ministry of Railways is facing the financial crunch the most while the Ministry of Finance gives it the maximum funds. But most of the funds i.e. 60 per cent are spent on salaries. I recommend that a railway employee bank should be opened where they can deposit money and that money should be used for infrastructure and development. If this happens, it would be a good step.

Sir, the DFCC corridor, which is being constructed, is running parallel, however at some places, the Government is considering to acquire land of the farmers. Through you, I request the hon. Minister that minimum land of the farmers be acquired for this purpose. Instead, the barren land of the railways, which is lying vacant should be utilized more and more and it should be ensured that the DFCC corridor runs parallel to it so that the said land can be utilized.

There are three divisions in north-western railways i.e. Jodhpur division, Ajmer Division and Ahmedabad division. My suggestion was that these divisions should be merged into one division so that the development of the whole area can be managed from one place. Many times, it happens that first a proposal is forwarded to a particular division and then to some other division which creates a lot of confusion. Hence, it is necessary to merge all the three divisions into one division.

I would like to draw your attention towards safety, which has been mentioned in this budget also. It was proposed to lay BADP line for which the provision was also made in the previous budget. However, it has not been mentioned in this budget. My suggestion is that

BADP line should be laid immediately.

My suggestion is that stoppage of all the trains, running between Jodhpur and Mumbai, should be provided at Disa also as the largest commercial centre is being developed there. Both the trains run at night. By changing their timings, the said trains should be extended from Giridih to Palampur and the routes of the trains which are passing through Mumbai via Ajmer, should be diverted towards Samdari via Palampur.

[*English*]

*SHRI SHIVKUMAR UDASI (Haveri): Rail transportation is vitally interlinked with the economic development of the country. Keeping in view the project growth rate of our economy at around Eight per cent, it is imperative that the railways grow at an even faster pace.

On behalf of the people of Karnataka as well as my Constituency i.e. Haveri, I convey thanks to the Hon'ble Minister for announcing upgradation of Haveri Railway Station as one of the Adarsh Stations electrification surveys between Hospet-Gadag-Hubli; double line survey between Gadag-Solapur; projects being executed with State Government's participation like Bangalore-Hubli, Bagalkot-Kuduchi, etc. I also welcome the announcement of new line Project Gadag-Haveri and Gadag-wadi in the current budget and the proposal being sent to Planning Commission for appraisal and new line Survey Haveri-Sirsi and Shimoga-Shikanpura-Ranebenhur.

Further I demand stoppage of Intercity Express, Bijapur Express, Mysore -Dharwar Express and Chalukya Express at Byadagi Station and introduction of a new train from Hubli to Mysore via Haveri. In absence of stoppage at Byadagi, passengers have to face a lot of difficulties.

At the Global Investors Meet, Advantage Karnataka, held in June, 2010, Tata Metaliks entered into a MoU with the Karnataka Government for setting up the steel plant in the Haveri district. I am given to understand that Karnataka Government is going to complete land acquisition in consultation with farmers for Tata Metaliks integrated project at Haveri district recently. Tata Metaliks in Haveri district provides employment opportunities to people throughout the State leading to their migration in Haveri. However, the rail facilities connecting this place to the rest of the state is inadequate.

Express trains, super fast or passenger trains form

Bangalore to Hubli via Haveri are demanded for a long time and every year we are expecting with eagerness about any announcement for this. However, we are disappointed in the current budget also.

Rail connectivity between Hubli and Bangalore via Haveri is limited. In order to provide more rail connectivity to Bangalore for my constituency people, especially Haveri city, a new train should be introduced between Hubli-Bangalore to run via Haveri. Haveri has potential to become a tourism hub.

There has been a long standing demand of the people of Byadagi, Haveri district to stop Express/Superfast trains passing via this Railway Station. As you are aware, Byadagi chilli is famous chilly variety grown mainly in North Karnataka, named after the town called Byadagi.

There are several small scale industries at Haveri. There is no godsheds for loading and unloading of goods there. Byadagi Chillies is dispatched from here for which there should be open yard. Therefore, I demand that it would be practical to have a new 'Goods Shed/Terminal' at Haveri Railway Station where large lands are easily available. Priority should be given to construct a new Goods Shed/Terminal at the earliest.

Long standing demand of the people of Byadagi, Haveri district to stop Express/Superfast trains passing via this Railway Station. The major trains passing through this Station are: Intercity Express (12725/12726); Bijapur Express (16535/16536); Mysore Dharwar Express (17301/17302) and Chalukya Express (11017/11018). One minute stoppage at Byadagi station situated between Haveri and Ranebenhur Stations of Mysore division will pave way for much faster growth of not only agricultural, commercial and industrial activities, but would greatly benefit the local populace.

I am given to understand that some short distance trains, normally daytime trains, can only be booked 30 days in advance. There are a few trains with even shorter booking periods. Various passenger associations of my Parliament Constituency have requested me that the reservation quota for all long distance trains passing via Haveri to Bangalore, Mumbai, Chennai, Vasco and other such popular destinations should be raised in all classes i.e. SL, 3A, 2A and 1A. On some popular routes, like Bangalore, Mumbai, Chennai, Pune, Secunderabad and Vasco, high waitlist numbers in the hundreds is common. Most waitlisted tickets are issued by the originating station of a route.

* Speech was laid on the Table.

There has been a long standing demand for stoppage of Sampark Kranti Express Train in Haveri between Yeshavantpur to H. Nizamuddin and H. Nizamuddin to Yeshavantpur twice a week, so that people from this region will be greatly benefited.

One of the most neglected parts of the State in terms of railway network in the Mumbai Karnataka region, with many important towns and commercial centres yet to be connected by trains is Gadag City. The Union Government over the years has failed to pay attention to the need to improve the railway network in the region, which would not only provide new employment opportunities but also improve the economic condition of the people. In the absence of good railway network, there has been almost no significant industrial development in the area.

Some days back a unique protest was held in Gadag against lack of proper railway connectivity in Gadag, organized by State BG Railway Agitation Committee for your kind perusal and urgent action at the earliest.

In this connect I would also like to remind you that I had requested and written to you several times on the said subject. The main demands of Karnataka Broad Gauge Agitation Committee are:-

1. Urging to initiate measures to provide proper railway services and basic facilities at the Gadag Railway Station.
2. More passenger trains should be started from Gadag to several places of the State like Bangalore, Mysore and other places etc.
3. Janshatabdi train should be extended to Gadag.
4. Train service should be started in the morning hours to Bagalkot and Bijapur.

Gadag is a small Junction on Hubli-Hospet-Guntakal railway line. It connects to Hotgi Junction on Pune-Solapur-Wadi railway line. The Gadag-Hotgi rail line was converted from MG to BG in December, 2008. Major tourist centres like Badami and Bijapur lie on the this rail line. It also connects to famous tourist centre of Hampi with other parts of other country. State BG Railway Agitation Committee is protesting against lack of proper rail connectivity between Gadag and other cities of Karnataka. They have sought fulfillment of their various demands.

I would also like to request the hon. Minister to issue directions to the concerned authorities to redevelop Yalavigi railway station which will help the commuters of Seven

Talukas around Yalavigi village and stoppage of Inter-City Express at Byadagi and Yalavigi Railway Stations in Savanur Taluk, Karnataka taking into consideration the fact that Yalavigi Railway Station is situated on the State Highway and it is very near to Gadag District Headquarters. It is exactly situated in between Haveri and Dharward and Gadag districts. It is most useful for the public. Hence, a stoppage is most essential. I hope the hon. Minister would heed to my genuine request which would help the people of my constituency.

In this regard, I would also request the Railway authorities to ensure a stoppage of Intercity Train and Dharwad Mysore Train at Yalavigi Railway Stations. There has been a long pending demand for this stoppage from the people of my parliamentary constituency.

Mysore-Dharwad Express train may please be stopped at Yalavigi and Byadagi Railway Stations.

Stoppage of all trains at Halligudi Village in Mundargi Taluk, Gadag district.

I also request the Hon'ble Minister to include at least Gadag for upgradation as Adarsh Stations (Gadag is a District Headquarters).

It is my earnest appeal to the Hon'ble Minister to introduce new train from Bangalore to Jodhapur via Haveri and Samadadi-Biladi.

A number of unmanned railway level crossing accidents is occurring in my Parliamentary Constituency, it is a cause of concern. Therefore, I request the Governemnt to take steps to reduce the number of level crossing by making ROBs and RUBs.

In Byadagi Motebennur Road there is level crossing which needs to be converted into ROB/RUB, which is commercial hub in my Parliamentary Constiutency.

And as a whole, density of rail network in my State of Karnataka is much lesser than most of the States. Hence I urge Hon'ble Minister to take advantage of Goki Government of Karanatak Project sharing (50:50) which was initiated by Shri B.S. Yeddiyuppaji when he was the Chief Minister. So, I request hon'ble Minister to sanction and implement more railway lines in Karanataka.

There is also need of improving infrastructure in railway stations like drinking water facility and toilet facility in all stations. And, also there is a need of having reservation counters to be opened from 8 AM in the morning to 5 PM in the evening continuously.

In the end, I urge upon the Minister to roll back the passenger fares and take note of my grievances in the interest of people.

[*Translation*]

SHRI ASHOK ARGAL (Bhind): Sir, Bhind Datia and Bhind Morena are famous places in Madhya Pradesh. A proposal for laying a railway line from Guna-Etawah to link Bhind was approved. At present, train service is available upto Bhind. It should be extended upto Etawah. That train should have been extended 15 years ago however it has not been extended till date. First, it was said that it will be extended upto Etawah in the year 2011-12, but it has not been extended so far. In this budget, it has been stated that it will be extended in the year 2012-13. My request is that it should definitely be extended in the year 2012-13. There is a need to increase the number of general coaches in the train. I often observe at railway stations that the common people face a lot of difficulties in purchasing tickets directly from the counter as they do not have any information about reservation. I want that general coaches may be increased in these trains for the convenience of the common people. The distance between Bhind and Gwalior is only 70 to 75 kms however, it takes around 3 hours to reach Gwalior from Bhind. The train reaches there late due to indiscriminate chain pulling by passengers. We have brought this into the notice of the railway officials however no action has been taken by them. While Shatabdi Express reaches Morena from Delhi in just 3 hours and other trains cover merely 75 kms in 3 hours. It is injustice to the common man. There is no train from Bhind to Gwalior. I want that a train should be introduced from Bhind to Gwalior in the morning by introducing a second shift for the convenience of the people. During the regime of the NDA Government a train was introduced from Bhind to Mahoba via Urai and Rath, which connects the entire Bundelkhand region. Our colleague Shri Rahul Gandhi made several visits for the development of Bundelkhand. He made tall claims for the development of Bundelkhand region. Urai region comes under Bundelkhand. It's survey has also been conducted but I don't know as to why further action has not been taken. If the Government has got the survey conducted then it should also allocate the funds for that purpose. It will help in development of Bundelkhand in true sense. ...(*Interruptions*) When will he become Prime Minister? You know the condition of Raibareilly and Amethi. ...(*Interruptions*) He can become Prime Minister even today. It has been said by several congress leaders ...(*Interruptions*) It is his personal matter. ...(*Interruptions*) Shri Shailendra ji was saying that the food which was

served in the trains is of sub-standard quality. The condition of sanitation in many trains is pathetic. Therefore, there is a need to improve the sanitation condition in trains and some powers should be given to the RPF. There is a fine of Rs. 200/- if a person is caught smoking in the train. The RPF personnel takes him to the police station and present him before the Magistrate and then he is penalized. Is this the way to penalize a person? There is a need to make improvement in this and if a person is caught smoking in the train, he should be fined Rs. 200/- to Rs. 500/- on the spot. ...(*Interruptions*) Sir, I may be allowed to complete my point. ...(*Interruptions*) I am on a point of order.

MR. CHAIRMAN: You are not on a point of order. Shri Manohar Tirkey.

SHRI MANOHAR TIRKEY (Alipurduar): Hon. Chairman, Sir, through you, I welcome the hon. Minister of Railways, Shri Mukul Roy. I hope the Minister of Railways will fulfil the promises made in the railway budget. The Indian Railways helps in uniting the people of this country. Attention should be paid towards punctuality, security and safety. The Hon. Member is talking about sanitation. Several members are saying that some states are being given priority. I want to say that the Indian Railways should not operate as a regional entity. The Indian Railways has made immense contribution towards the country's development. Discussion is being held in the House regarding passenger fares.

I would like to say that the Government should not put double burden on the poor people by increasing the fares. Relaxation in fare should be given to the poor people because burden on them has increased due to increased budget deficit. Prices are increasing, prices of oil are increasing therefore the Government should consider the fares and relaxation should be given to the poor. If the fares are increased through fuel adjustment component, they will be increased at the whims of the administration. We do not wish the same thing as it is happening in the power sector.

Sir, I hail from northern region of West Bengal. It is a very important area. It shares its boundaries with Bhutan, Nepal, China and our seven states. North Frontier Railways is called non-functioning railways because trains do not run on time from this area and there is no cleanliness. The sanitation facilities are being discussed here. Due to the absence of cleanliness also it is being called the non-functioning railways. I would like to request that attention should be paid in this regard. The reason for late running of trains in this area is the single lane. I would like to

request the hon'ble Minister that New Jalpaiguri-Assam line should be doubled. A train runs for Alidwar via Cooch-Bihar, therefore, the said line should be doubled. A proposal for running electric train should be chalked out and it should be implemented immediately. Now, I would like to speak in regard to some stoppages. Some trains run on double line, but some trains do not stop and run through the station, due to which people of the area are agitated. The long distance trains like Ranchi, Kanchan Ganga and Jhanjha should be provided stoppage there, so that the people may get facilities. A new train for Sikkim was announced. The survey work from Hashimara to Bhutan was started.

20.00 hrs.

I would like to request you to find out new route to Nepal and Bhutan to avoid loss of life and property, tea plantations and the markets.

Darjeeling is a world famous station. Darjeeling is a heritage station of North Bengal. The Himalayan train which runs from there has been discontinued. It should be restored. My request in regard to increasing passenger amenities and reducing passenger fares may be heeded to.

[English]

MR. CHAIRMAN: It is 8 p.m. now. If the House agrees, we can allow some more Members to speak. Otherwise, we will straight away take up 'zero hour' and the discussion will be over.

[Translation]

SHRI SHAILENDER KUMAR: Sir, please extend the time of debate.

SHRI RAMKISHUN (Chandauli): Please extend the time of the House, but do not cancel the 'zero hour'.

[English]

MR. CHAIRMAN: We extend the time by one hour till 9 p.m. and then take up the 'zero hour' at 9 p.m. But I would request the hon. Members to take not more than two minutes each and only mention their main demands.

[Translation]

SHRI MADAN LAL SHARMA (Jammu): Mr. Chairman, Sir, I rise to support the railway budget. The chair has directed that the member should talk about his/her constituency only. But I fail to understand whether I can

complain as I belong to the ruling party. Both the hon'ble Ministers are present here. Shri Mukul Roy, is the third Minister of Railways. Since Shri Lalu Prasad Yadav had been heading the Ministry. I have been demanding that my parliamentary constituency lies adjacent to the Line of Actual Control with Pakistan. This is an Assembly segment also. It was said in the speech of the Minister of Railways that border and backward areas are being given priority. It was mentioned in three railway budgets that survey would be conducted and that was also done. During the last budget, a promise was made to include it under the twelfth plan.

Mr. Chairman, Sir, I would like to know as to why it has found no mention in the current railway budget. Are the officers to be blamed for it? The Minister of Railways should conduct an inquiry in this regard. Promises in this respect were made in the last three-four budgets. The hon'ble Minister of Railways had made a commitment in the House in this regard, but now there was no mention of Jammu-Rajouri-Punch via Akhnoor Rail line in the Budget speech of the Railway Minister. Though it was kept at serial no. 16 and with regard to what has been mentioned at no. 17. I would like to congratulate and thank our coalition government for having given a national project to Jammu and Kashmir. But, the Government should try to understand, the map of Jammu and Kashmir, the pulse of the people living there, the manner in which funds should be allocated for the said part of India, nature of the people living there and what the people living there want. Though the Government is allocating funds and national projects, but polarisation is taking place among the people living there. This is my second term as Member of Parliament. I have been saying it for the last eight years that Chhamba is a district headquarter, and there is a big cantonment where Army personnel are residing but no stoppage is provided there for them. People of Jammu and other areas visit Haridwar for immersing the ashes of the deceased into the Ganga, but no stoppage is given there. But on the other side, stoppages are provided at a distance of 8kms each. What are the parameters?

Now I think, I shall have to visit an officer or appease a Minister to get the railway stations and railway lines. Secondly, I would like to say that stoppages of three-four trains like Pooja Express, should be provided stoppage at Samba. Rajdhani Express should be provided stoppage at Sambha District Headquarters. Sampark Kranti Express should be provided stoppage at Sambha District Headquarter. Now the railway line has got extended upto Baramullah. The hon'ble Minister of Railways has apprised

the entire country in regard to construction of 11 kilometer long tunnel. Our Ministry of Railways' engineers and workers have made a great contribution in this great task. I would like to say that though railway line has been constructed upto such a long distance, but no heed has been paid to my demand of setting up a division at Jammu.

SHRI DEVJI M. PATEL (Jalore): Sir, a train was run in Jalore in 1929. I thought that if Samdadi Bhildi line is converted from meter gauge to broad gauge it would benefit us a lot. But unfortunately the moment the said line was converted into broad gauge from meter gauge, our old passenger train in which the poor people used to commute from Jodhpur to Ahmedabad for going to hospital has been suspended/ discontinued. We do not know where that train disappeared with the railway line.

Whenever I get an opportunity to speak you are on the chair and Shri Muniyappa ji is present as a Minister of State of the Railways. I have not seen that train till date. The hon. Minister has been giving me assurances for three years that the train will be introduced.

Sir, 80 goods trains are being run on that line. What is the logic behind running 80 goods trains? You say that you have no objection to running of 80 goods trains or 100 goods trains. It is requested to the Hon. Minister to provide at least 2-3 passenger trains so that we can get corrected with South India and Mumbai. I am not asking for hundreds of trains. We need trains so that our migrants can commute to Bangalore, Kolkata, Chennai, Coimbatore, Hubli etc. outside Rajasthan.

Sir, it is not the case that we are not paying taxes there. We are paying around three to four thousand crore rupees in taxes in Mumbai. We are paying around two thousand crore rupees in taxes in Bangalore. When I calculated I found that one coach in your train costs around 75 lakh rupees to 1 crore rupees. The cost of entire train must be around 25 crore rupees. When the migrants are paying thousands of crores of rupees as taxes there, then why are they not being provided any train for commuting. Hon. Minister of Railways, if you want to provide a train then please do it at once or let it not be there. I am raising this demand for the last 3 years and sent around 30 letters to you. I had also met the former Minister of State in the Ministry of Shri Mukul Roy ji, Shri Muniyappa ji and the former Minister of Railways Shri Dinesh Trivediji. My submission is that some more trains should be provided on Samdadi Bhildi railway line. Please run the trains for Mumbai on a daily basis. If there is a loss of tickets for even one day, I say this with guarantee that I would pay

you from salary or my pocket. But we need the train. You can check any ticket counter. The booking of tickets starts 3 months, prior to the journey date on these ticket counters and the booking is closed within three days. When the trains are booked within three days, what is the problem then?

Mr. Chairman Sir, railway crossings have been constructed there. Five railway crossings are on the route to Raniwara from my constituency Jalore. If anyone has to be taken to the hospital, he would probably die at the railway crossings itself. What are people supposed to do at these railway crossings, play cymbals and never know when dies? How can a person be brought back to life? Three hundred and fifty crore rupees are generated in Pivdwara and Swaroopganj. We are generating revenue to the tune of three hundred and fifty crores. Binani and Lakshmi Cement are there. Sir, I have been demanding for construction of 2 railway overbridges (ROBS) for the last 6 years. Nothing has been provided for the last six years and five trains have been further added. Promises are being made regarding construction of ROB after introducing five trains. But, when will it be constructed? How many men and women have died? Here in the House we talk about introducing a Bill for women and in my constituency people are dying and no one is concerned. I urge upon you to run passenger trains between Samdadi and Bhildi. You can add more goods trains, I have no objection. Few trains stop at Sirohi road in my Sirohi district but they stop due to crossings etc. The Hon. Minister had said that it is not possible to provide stoppage there or something like that. I am saying that trains are stopping there despite his claim that it is not possible and we have only one problem that we cannot buy tickets from there. In this regard, I request you to provide one minute stoppage for at least a couple of trains there. I am not asking to discontinue stoppage anywhere but as my colleague said before me, trains are stopping at a distance of 8kms. Jawai Baandh, Rani and Falna are at a distance of 10 kilometers each. Trains are stopping there and there is a gap of 80 kilometers in my area and no trains are stopping there anywhere. In this regard, my submission is to provide stoppage to Jodhpur-Bandra-Suryanagri Express, Ahmedabad-Delhi Express and Jodhpur Express at Sirohi road. I do not have any objection even if the stoppage is only for one minute. The Hon. Minister had made an announcement regarding introduction of a train from Coimbatore to Bikaner and an additional train was introduced from Samdadi to Bhildi which goes from Jodhpur to Gandhiram. I would like to say that the said train runs almost empty and this is leading to losses. Our objectives

will further be achieved if the Government kindly runs the train from Coimbatore-Bikaner via Ahmedabad. It will further fulfil our objectives to connect Jodhpur-Ahmedabad and it will also provide a good revenue to the government's exchequer. That train would run from Ahmedabad to Gandhi Dham and if it has to be run via Ahmedabad, I do not have any problem. My submission is only that the train should run from Jodhpur to Ahmedabad through Samdadi Bhildi track and my constituency should be connected with the South.

Sir, I have one more request. Shri Muniyappa ji you as well as your officers known for the last three years that Mamta didi had made an announcement for setting up a reservation center. Even last time I had talked about it but it has not been done till date. I do not know when it will happen. Even last time this was talked about and assurances were given that it would be setup in 15 or 16. Please tell me when will it be set up?

[Translation]

SHRI RAMKISHUN (Chandauli): Sir, I thank you for giving me an opportunity to participate in the discussion on the Railway Budget for the year 2012-13. There is a huge network of railway lines in the region from which I hail. There are about thousands of acres of railway land lying unutilized at Mughalsarai and Banaras. In the previous budget, Mamataji made an announcement that medical and engineering colleges will be set up. The Railways has 150 acres of land near Sayeedraja which has been illegally encroached upon by the people. The Government should construct medical and engineering colleges on that land. In the previous railway budget, Mamataji made an announcement in the House regarding construction of 2 or 3 overbridges at Chandauli, which is a district headquarter and where the people experience huge traffic jam, however, the announcement has not been implemented till date. She had said that the Government would take up this work under the Freight Corridor Scheme. Through you, I would like to know from the hon. Minister of Railways about the announcements made in the previous Budget.

Secondly, I would like to say that there is a huge network of railway lines at Chandauli and it has all such unmanned level crossings like Hridayapur, Saroiya, Bhaisor and Varanasi where accidents occur daily. Recently, an accident occurred in Uttar Pradesh in which 14-15 people were killed. The State Government of Uttar Pradesh has provided the compensation of one lakh rupees each to the next of kin of the deceased.

Through you, I demand that the Minister of Railways provide compensation to the families of accident victims as they were killed while crossing the unmanned level crossings. Through the State Government of Uttar Pradesh has given compensation but still I want the Minister of Railways to provide financial assistance to such families. I would like to say one more thing that around 14,000 railway employees live in Mughalsarai. There are dozens of railway colonies which get waterlogged during the rainy season. Their houses and roads are in a dilapidated condition.

I raised this question over and over again, however, no action has been taken in this regard. There is no stoppage of trains at the district headquarter despite the fact that three railway lines have been laid there.

Mr. Chairman, Sir, in my district, there is a huge network of railway lines. I have mentioned this in the beginning itself because it is due to this reason that my district has been divided into 3-4 parts. It takes around one hour to cross these railway lines. Therefore, I want that an overbridge sanctioned at Chandauli-Sayadraja-Matkutta should be constructed at the earliest, as has been announced in the Budget. Alongwith this, resources should be developed on the railway land lying vacant in district Chandauli. Thirdly, I would like to tell that the condition of Loco hospital is quite pitiable, it should be modernized.

I would like to make one more submission that Varuna Express which runs between Banaras and Lucknow should be extended upto Mughalsarai. The stoppage of 2 or 3 trains, which runs between Mughalsarai and Gaya, should be provided at Chandauli. Similarly, there are many trains, the stoppage of which should be provided at the district headquarters.

Mr. Chairman, Sir, while extending my thanks for giving me time to speak, I would once again like to tell the hon. Minister that there is a huge network of railway lines in the region from which I hail ...*(Interruptions)*

[English]

MR. CHAIRMAN: Please take your seat.

[Translation]

SHRI RAMKISHUN: Sir, I would like to say one more thing ...*(Interruptions)*

[English]

MR. CHAIRMAN: Nothing will go in record. Shri Arvind Sharma, Please you carry on.

...(Interruptions)*

[Translation]

DR. ARVIND KUMAR SHARMA (Karnal): Mr. Chairman, Sir, I have been very carefully listening to the discussion being held on the Railway Budget for the past two days. I have been elected to the Lok Sabha for the third time consecutively. Just now, we listened to Shri Madan Lalji and other colleagues who were discussing the same issue that they have got nothing for the last 8 years. Through you, I would like to tell the hon. Minister of Railways that a cell should be constituted in the railways to ensure that atleast the announcements made in the past are implemented. No solution is within sight for the problems faced by the hon. Members as they have to wait for complete 01 year for the railway budget to be introduced and old announcements and promises to be repeated. The announcements made in the past should be looked into and a cell should be constituted for this purpose. Sir, in 1996, I was a member of the 11th Lok Sabha. At that time, Shri Ram vilas Paswanji and Shri Satpal Maharaj ji used to be the Ministers of Railway. One month before the presentation of the Budget, they used to convene a meeting and listen to the suggestions made by the members and then consider their suggestions. If we demanded 10 things, then atleast 2-3 of our demands were fulfilled. Now you can see what is happening today. My suggestion to the hon. Minister is that he should take note of this. The officers want to work. Some of my colleagues say that the officers are not working, but I would like to say that work is done only when the orders are issued to be strictly abided by. When Shri Laluji was the Minister of Railways, at that time, I raised some problems continuously for three years. Later on, I talked to Laluji. He called the officers. You would be surprised to know that the officials, who earlier used to say that it is not possible to provide stoppage of train everywhere, agreed to provide stoppage of five trains in my constituency when the hon. Minister ordered strictly. I mean to say that if instructions are strictly given to the officials may be a couple of problems out of 10-15 confronting the MPs may get resolved and they can boastfully say to the people of their constituency that they have been able to address their concerns. ... (Interruptions) Mr. Chairman, Sir, I may be given some more time to

speak. In the last three years, I am speaking for the first time on this subject, usually I lay my speech.

With regard to the announcements made in the past by Mamtaji, I would like to say that there was a proposal regarding laying of a new railway line from Panipat to Haridwar via Meerut. No work is being done on it despite the fact that several announcements were made in this regard. I do not know as to whether this proposal is lying pending with the Planning Commission or with some other agency. I would request the hon. Minister to look into it. Besides, it was proposed to lay a new railway line from Kaithal to Karnal via Nising.

Announcement in that regard also was made last time but there is no mention of it in this Budget. Neither has its name been mentioned nor any discussion in that regard took place. Our demand for connecting Asand with a railway line is an old one. It is at a distance of 14 kilometres from Safidon. Assandh is an assembly segment and a very important place. Therefore, I urge upon the Hon. Minister to connect Safidon with Assandh. Then, there is a matter of providing some stoppages and I would like to say to the Hon. Minister that if we give suggestions after the Railway Budget, they should also be considered, for instance, providing stoppages to trains, extension of trains, raising the height of platform, open reservation counters, construction of Railway overbridges (RoB) etc. It is not necessary that a number of such small issues have to be resolved in the Railway Budget itself. I am hopeful that even if we give suggestions after the Railway Budget and the Hon. Minister considers then, we can find solution to such small issues and move forward.

Sir, I would like to urge upon the Hon. Minister to provide one minute stoppage to Delhi-Amritsar Shatabdi in Karnal because although people of all religions visit Golden Temple to pay homage but lacks of our Sikh brothers live in Karnal. Although there are a number of other trains for the stoppage of which I shall hand over a written list to the Hon. Minister and I am hopeful that the Hon. Minister would consider those points. The former Hon. Minister Shri Dinesh Trivedi had announced that one lakh people would get employment. I would like to say to the Hon. Minister that every state should get a share of those one lakh vacancies. I request to provide maximum number of vacancies out of these to Haryana.

Sir, NCR Capital Region is a very important region and lakhs of people from Panipat, Rohtak etc. come to the NCR Region. I request to provide maximum number of passenger trains for them.

[English]

SHRI RAMEN DEKA (Mangaldoi): Sir, Assam is a backward State but its geographical location stands in a strategic point in the context of external and internal security. In view of this, a better connectivity to the rest of the country is necessary. The present infrastructure and tracks would not be sufficient to move Army personnel and war equipment to the border areas if a war breaks at international borders. In view of this, I would urge the hon. Railway Minister to take broad gauge conversion work of Rangiya to Murkongselek railway track and Bogibeel project on a war footing.

Now, I would like to point out a matter which is the most important thing for both the hon. Ministers. I got a letter saying that Darrang district has come on the Railway map. But surprisingly the Ministry is not aware that Darrang district was bifurcated in 1983. So, it is not on the Railway map. This answer was given in reply to my Question No. 377.1 feel bad that the Ministry and the Ministers are not aware of the fact that Darrang is not on the Railway map. So, I would urge upon the new Minister to bring Darrang district on the Railway map.

The broad gauge conversion work of Lumding to Badarpur should be completed in a stipulated time frame. There is a bottleneck in the Barrack Valley in which Mizoram, Imphal and Manipur are involved but that line has not been completed even after 14 years. So, there should be a stipulated time frame to complete this broad gauge conversion work.

Sir, it is a matter of concern that all trains from Assam, except Rajdhani Express, run late. You would find that North-East Express train is running 12 hours to 24 hours late. Therefore, you must do something. It takes 36 hours journey to reach Delhi from Guwahati and if the train is late by 24 hours, what would be the fate of the commuters?

Moreover, all the coaches of the trains are in dilapidated condition. Assam is the dumping ground for dilapidated coaches. If you make a survey, you would find that the most dilapidated coaches are running from Assam. The local trains running in Assam are very less in number in comparison to other parts of the country. Therefore, the people of Assam always feel neglected. I hope the Hon. Minister, Mr. Mukul Roy, who is from our neighbouring State, would do something to improve the connectivity in this region.

In medical science, it is said that when a leg is

injured, it heals quickly. But when both the legs are injured, then it takes a lot of time to heal. Already this Budget has been injured by Mamata Didi and Shri Dinesh Trivedi. The two legs have already been injured by them.
...(Interruptions)

An increase of passenger fares across all classes will affect aam admi. My colleague has said that last year, Mamata Didi has promised that upgradation will be done in the stations but surprisingly, Udaigudi station in my constituency has not been upgraded as yet. I wrote several letters to the Minister for upgradation. I hope you will get the upgradation done.

You have announced a train from Guwahati to tezpur. But there is no line. So, how will it run? First you construct the line and then it will run on it. But it has already been announced in the Budget. The same thing applies to the Bogibeel project also.

So, I think these points will be noted down by you so that you may take care of them.

[Translation]

SHRI PREMDAS (Etawah): Mr. Chairman, Sir, I am grateful to you for allowing me to speak on the Railway Budget. I would like to say that the Hon. Minister of Railways, Shri Dinesh Trivedi ji had said at the time of presenting the Budget that it was a 'Deficit Budget'. He had talked of borrowing a loan from Hon. Minister of Finance and then return the amount with interest. Through you I would like to say to the Hon. Minister that there is no loss in taking this step. Do the department and the ministers look into it or not? We write letters to them. It has been three years since we became Members of Parliament. We just get a standard reply to our letter and it is said that our letter was received and it is being looked into. Not even one work was done in three years. My colleague, Hon. Member was saying that we should give the list of problems in writing and it would benefit railways but no one is going to consider these lists. If a letter is written with regard to provide a stoppage to the trains which otherwise run with very small number of passengers, no action is taken in this regard.

Apart from this, there are overbridges. There is a traffic jam for hours here. Timely departure of trains will result in a lot of profit. But no overbridges are being constructed there. The country has progressed so much but the railways is running under losses.

Mr. Chairman, Sir, through you I would like to demand

for constituting a parliamentary committee in this regard. The officers are responsible for the losses to railways. People like trains. Trains contribute to the development of the country. I have written applications in this regard many times but no action has been taken in this regard. Therefore, I demand that the Shatabdi Express which runs between Kanpur and Delhi should be provided stoppage in my area Etawah. This train runs empty.

The Hon. Member was just saying that a Railway line should be laid down in Kannauj, Auraiya, Etawah and Bhind which would benefit the railways. Apart from this, new coaches should be added to the trains which are already being run.

I am grateful to you for allowing me to speak. I conclude my speech due to time constraint.

[English]

* SHRI CHANDRAKANT KHAIRE (Aurangabad): I am speaking on Rail Budget 2012-13 presented by the then Hon'ble Minister of Railways. Fair increase in all class of Railway journey is not justified and it should be immediately withdrawn. As you are very well aware that the people of all classes are already hit by high inflation. So increase in all classes is injustice and it should be withdrawn. From this budget, it seems that Indian Railways are proceeding on the path of privatization. Some provision in this budget point towards privatization of Indian Railway. I wondered to see this type of provision in the budget.

There are so many long pending demands for the development of Railways in Marathwada in Maharashtra State. Several times, I urged through my D.O. letters and personally requested to Hon'ble Minister of Railways also. Recently I met the then Railway Minister at Mumbai during Railways Minister-CM -Member of Parliament meeting. But I regret to say that very few demands were included in this budget for Marathwada. In this budget only Rs. 26.0 crores are given for the development of Marathwada and for completion of 5 projects which is actually very less than the previous year budget for Marathwada i.e. Rs. 97.6 crore. Marathwads is being neglected by Railways since Independence and it is also reflected in this budget also. It is my kind request to you to kindly accept the request of common men of Marathwada and consider the following demands when you will reply on the Rail Budget 2012-13. I hope that these demands should be accepted during the reply of Railway budget 2012-13.

The Demands on Priority No. 1

1. South Central Railway Nanded Division, including Mukhed and Dharmabad, be included with Central Railway Administration.
2. Railway Recruitment Board be established at Aurangabad being a Divisional place of Marathwada.
3. Doubling of Track between Parbhani SCR-Manmad with electrification
4. Work of Survey for Solapur, Tuljapur, Osmanabad, Kunthalgiri, Beed, Georai, Paithan, AWB, Ghrashneshwar, Sillod via Ajantha to Jalgaon is sanctioned. The grant is yet to be released.
5. New Line Ahmednagar-Parli-Beed started from Ahmadnagar. The work is held up for want of budget. Kindly accord sanction.
6. Jalna-Khamgaon (165) KM new railway line is essential. The passengers/customer of Nagpur could avail benefit.

Other Essential Requirements

7. Train No. 16734/16733 Okha-Rameshwar- Okha via MAND-NED-SC-TPTY- by-weekly train be continued regularly.
8. "Minaxi Express" Train be started via Parbhani AWB-Manmad. This train was running from Purna-Akola. The Train is cancelled due to construction of work of section.
9. Train No. 2715/2716 Nanded-Amritsar, "Sachkhand " be extended up to Jammu Tavi. This Train should have a halt at Aurangabad for 10 minutes to enable load grades.
10. Train from Hyd.-Nanded-AWB-Manmad-Khandwa/Bhopal, Delhi-Chandigarh via Jammu Tavi be started twice a week from AWB and from Akola. The passenger for Vaishno Devi could avail benefit.
11. AWB-Purna-Hingoli-Washim-Akola- via Nagpur "Saroday Express" be started.
12. Shirdi-Manmad-AWB-Akola Nagpur-Raipur via Hawra (Kolkata) Train be started.
13. Nanded-AWB-Manmad-Jalgaon-Ahmadabad-Abu Road-Palithan-Marwadi Jn-Jodhpur via Bikaner Train be started.

* Speech was laid on the Table.

14. Kolhapur-AWB-Nagpur-Samed Shikharji-Parasnath weekly Train "Dikhsa Bhumi" Exp. be started regularly. Train from running from Purna to Patna be started from Aurangabad.
15. Due to increase of passengers, the train Nanded AWB-Manmad-Khandwa-Bhopal-Delhi via Chandigarh "Garib Rath" be started regularly.
16. Peet Line maintenance of South Central Railway be established at Manmad in Godawari Nagar, so that a new train from AWB-Patna-Bangalore-Chennai-Hawrah-Tiruvanantpuram started. The passengers of Marathwada could avail the benefit.
17. Card Line Rotegaon-Kopargaon 30 km if provided the passengers for Shirdi and Pune could avail benefit.
18. Train from Hyderabad-Nanded-AWB-Manmad-Khandwa-Bhopal-Delhi-Ambala-via Jammu Tavi, if started twice a week from Aurangabad and train from Akola, the passengers going to Vaishno Devi could avail benefit.

SHRI S.P.Y. REDDY (Nandyal): Sir, I rise to support the Railway Budget for the year 2012-13.

When you analyse the working expenses of the Railways, you may find that the fuel cost, that is, diesel and electricity, accounts for approximately 22 to 23 per cent of the total working expenses. This can be brought down to less than 20 per cent by doubling all the tracks which will reduce running time. Further, I can say that this can be brought down to a mere 15 per cent when you electrify all the tracks because electricity cost is much cheaper than diesel operating cost.

Now, we analyse the working expenses of the competitors of the Railways. Who are the competitors of the Railways? In passenger sector, it is the State Road Transport undertakings, private bus operators, and aeroplanes who are its main competitors. In the goods sector, lorries are its main competitors. In all the above, whether they are buses or lorries or aeroplanes, the fuel cost is the main factor and it accounts for more than 75 per cent of the working expenses.

Now, as the diesel and petrol cost goes up and up, the Railways enjoy more and more advantages over its competitors. This is the secret why the Railways could be run for the last eight years without increasing any fares.

Had Shri Dinesh Trivedi used his intelligence, he

could have run the Railways for the next ten years without increasing the railway fares or freights.

Now, what should the Railways do urgently? It should double all the tracks; and it should electrify all the tracks. All the level crossings should be closed by constructing ROBs and RUBs. Lastly, Roll-on-Roll-off truck on train services which is very successful in the Konkan Railways should be adopted throughout the country. This will give an opportunity to increase the freight traffic to at least three times of the existing traffic. The charges for the truck should be the diesel cost that should have been spent by the lorry for the road journey. This will leave the lorry owner sufficient profit to patronise Roll-on-Roll-off service of the Railways. This will save the country half the foreign exchange that is now being spent on the imports of diesel.

Now, what are the advantages that are going to accrue for the Railways by doing the above? If it implements the above, the turn-around time will be drastically reduced. When you double the trucks, there is no crossing of trains and the time will be reduced. The fuel cost will go down because it will take less halts and less time to complete the trip; more trips, approximately double, can be achieved with the same staff cost and the same rolling stock which will result in doubling the revenue, from the existing Rs. 1,30,000 crore to more than Rs. 2,00,000 crore, which will bring the operating ratio down to less than fifty per cent.

I wish to point out that the cost of construction of the Railways is very high. Good planning and good administration should bring the cost of construction down by at least 25 per cent. Also, construction of ROBs, RUBs, new lines, etc. is taking much more time which is resulting in the escalation of the cost.

Those can be avoided by pre-fabricating structures, especially for ROBs and RUBs.

With this, I am concluding my speech and support the Budget.

[Translation]

SHRI MADHUSUDHAN YADAV (Rajnandgaon): Mr. Chairman, Sir, I am from Chhattisgarh and I feel that the Government has made it a point to neglect Chhattisgarh. Chhattisgarh has got nothing in all the previous budgets. Mahant ji must be feeling happy on receiving survey but I know that not even one project will be approved out of these because nothing has been approved in all the past surveys. He can be happy but the people of Chhattisgarh

cannot be happy. It is wrong to say that railway passenger fares have not increased in the last 8 years. Railways passenger fare has been increased after keeping 33 per cent seats in urgent section. It is unfair to talk of increasing the railways passenger fare as it has already been increased in the past.

The Bilaspur zone in Chhattisgarh generates a lot of revenue for the railways and Chhattisgarh is being continuously neglected. Chhattisgarh has been left far behind and is being continuously neglected whether it be an issue of setting up medical college on PPP model, sports complexes or infrastructure in past. It is being neglected in this Budget as well. In my area a survey has been conducted for laying down a railway line from Dongargarh to Uslapur via Khairagarh, Kawardha Mungeli and Bilaspur and this survey was not completed by 30 January. I have got a written reply in this House itself. But unfortunately that survey line has once again included this time while the survey has already been conducted/completed. It should have been sanctioned. Likewise, Dongargarh is one such area in Chhattisgarh where around 20 lakh people visit on both the Navratras.

My colleague Shri Charan Das Mahant ji, is present here who is from Chhattisgarh and he visits there every year. A demand for constructing washing pit line in that area has been there for a number of years. I myself have met Hon. Minister a number of times, written many letters and I was hopeful that it would be approved in this Budget as the Hon. Minister had visited Chhattisgarh and even at that time we had made a special request for constructing a washing pit line in Dumargarh this time which costs around 5-7 crore rupees but it was not included in the Budget. I expect the Hon. Minister would grant this demand in near future.

Rajnandgarh is district headquarter but there is no stoppage for main trains like Gyaneshwary, Hatia, Kurla and Bhubaneshwar. Besides this, I demand that stoppage should be provided at Dungarpur for Azad Hind Express, Bilaspur Chennai Superfast and Jodhpur train.

Mr. Chairman, Sir, I just need one more minute to talk about one request with which all the remarks would agree. The Members communicate mostly with the Hon. Minister regarding railways and we have seen that we get a digital sign in reply to our letters which state that our letters have been received and it is being looked into. This means that Hon. Minister does not read our letters and no decisions are taken in this regard. I would like to request that at least the replies to the letters written by the Members

should be signed by the Hon. Minister so that we are assured that all of our letters have been read by the Hon. Minister. The reply through digital signature is not appropriate. I hope that the Hon. Minister would look into these demands and Chhattisgarh would get a lot of things in future.

[English]

SHRI M. KRISHNASWAMY (Arani): Mr. Chairman, Sir thank you very much for giving me this opportunity to participate in the debate.

I rise to support the Railway Budget presented by the then Railway Minister. So many measures have been announced to improve the safety, security, cleanliness and modernization. It is a welcome move. Unfortunately, the finances of the Railways are in bad shape because of the successive Railway Ministers declined to bite the bullet of raising the railway fare and freight rates. So, we must take steps to improve the funding position. It is possible to roll back the fares for lower class passengers.

Now, I come to my State, Tamil Nadu which is in a distant corner of the country. The industrial investment in the State would largely depend upon the railway network and port facilities. There is only one integral coach factory in Chennai. It was sanctioned long back, about 60 years back. No new manufacturing railway facility has come up in the State. The second coach factory in Chennai was announced three years ago in the Railway Budget, but its fate is not known. There is no mention in the Railway Budget about this proposal. A new line has been sanctioned in my constituency, distancing about 180 kilometers at the cost of Rs. 582 crore, i.e., Tindivanam to Nagari four years ago. Though a sum of Rs. 141 crore were spent on this project, so far there is no tangible progress. Even the land required for the project is yet to be acquired. So, I would request the hon. Minister to order an inquiry how the funds have been spent. The amount which has been sanctioned this year is very, very meager. They have sanctioned only Rs. 20 crore. At this rate, it would take several years for the completion of the project. The land acquisition work should be speeded up and the Railways should take this issue with the district authorities on a periodical basis. I would also request that the funding of this project should be increased to Rs. 100 crore for the current year. I also demand that the funding of the Tindivanam to Tiruvannamalai new line project should be increased. I would also request the railway administration to introduce more trains between Villupuram to Katpadi. These trains are badly needed for the pilgrimages of

Tiruvannamalai where lakhs of people are gathering in the town. There is one more place called Arani where the silk sarees are manufactured and this route passes through Arani road. All trains should have stoppage at Polur and Arani Road stations.

There is one more critical thing. I would just draw the attention of the House to the pathetic fate of a trolley-man who worked in the Department for 25 years in the South-Eastern Railway and died 26 years ago. The widow has been representing this matter to the authorities who are yet to discharge their obligation to the employee's wife including the payment of Provident Fund. I represented the matter to the then hon. Minister Kumari Mamata Banerjee. I also represented the matter to Shri Dinesh Trivedi even in the meeting of the Members of Parliament convened by the Minister in December 2011. Only I received the acknowledgement from the Minister of State but not any result. The widow of the deceased is yet to get the relief. This only shows how the railway bureaucracy is callous even to its own employees. I am giving a copy of the letter and acknowledgement to the hon. Minister. I am just handing over all the letters.

With this, I support the Budget.

[Translation]

SHRI KAUSHALENDRA KUMAR (Nalanda): Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak. I will conclude my speech within two-three minutes, though the list of demands is long. I hail from Nalanda parliamentary constituency. Three railway projects which were started by then Railway Minister and the present Chief Minister of Bihar in Nalanda during the year 2003 are lying pending. I raised the matter during the Railway Budget and met the hon'ble Minister of Railways many a times in this regard. Three projects are still lying pending. Hainaut Railway Coach Factory is already completed but could not be made operational due to lack of funds. I would like to request the hon'ble Minister that it should be made operational at the earliest.

The railway line project from Daniyava to Shekhopura is pending since the year 2003, and it has been started in the budget that 8 kilometres stretch of the said railway line will be made operational this year. I would like to submit that it should be made operational from Daniyavan to Shekhpur by the next year. The people are looking up to you. The people should be able to trust you.

Hon'ble Minister, there is another important project. The work is going on the line from Gaya to Nateshwar via Islampur. It was scheduled to complete in the year 2011, but is still lying incomplete. I request you to provide funds for the same in the budget. A railway crossing is falling on REO road near Kukhariya at Daniyavan-Shekhpur railway line, but the Railways is not providing crossing there. The local people have staged protest by jamming the road. We assured the people that either railway bridge or railway crossing will be constructed there. The people should get mean to commute. The said road comes under the State Government.

Sir, I have a very simple demand. Agitation is going on at Silav to upgrade it from halt to station. It is a tourist site. Nalanda, Silav, Rajgir are adjacent to this place. Sir, I would like to request you that Silav halt should be upgraded as a station.

Sir, Rajgir is a tourist site. A large number of domestic and foreign tourists visit the place. I would like to demand that a train from Rajgir to Mumbai should be introduced because the people from within the country and all over the world visit Rajgir. It is a Buddhist tourist site. My second demand is that a large number of people from Bihar, who are very hardworking people reside in Ahmedabad. A daily train from Patna junction to Ahmedabad should be introduced. This is my demand and with these words, I conclude my speech.

[English]

SHRI K. SUDHAKARAN (Kannur): While supporting this Budget, I would like to present only five points regarding the development of my constituency. One is the survey of Thalassery-Mysore railway line. The survey of this railway line was declared in the last Budget by the then Railway Minister Kumari Mamata Banerjee. I am sorry to say that nothing has been mentioned about this line in this Budget of 2012-13. I want to know the fate of this proposal - whether the proposal is alive or not. I hope you will agree with me that once a declaration is made, it has to be implemented. Otherwise, the people will lose their faith in the Budget. So, I am expecting a reply from the hon. Minister stating the status of the survey of Thalassery-Mysore railway line.

Secondly, I am to observe that the Indian Railways has added more stations to its popular Adarsh list. There are four such stations in my region - Dharmadam, Edakkad, Pappinnissery and Valapattanam. The existing infrastructure of passengers amenities at these stations has outgrown

and hence it require upgradation to Adarsh status to cater to a large number of commuters and general travellers.

Thirdly, my constituency, Kannur, is rapidly growing with the establishment of Ezhimala Naval Academy, which is the largest Naval Academy in the whole of Asia. Indian Coast Guard Academy which is the only one in India and the Headquarters of Defence Security Corps, CRPF Centre and TA Battalion are located in Kannur. Further, the work of Kannur international airport is progressing fast, and it has a major sea port.

Befitting the stature of Kannur and its glorious past, I urge the Minister to declare Kannur Railway Station for upgradation to global standard along with the construction of Multi-functional complex under PPP mode.

Fourthly, coming to the existing miserable plight of rail travellers from my region Malabar, I have a little grudge against the government for not announcing any new trains which would serve my region of North Malabar. However, taking into account thousands of people are working in Hyderabad from the northern part of Kerala, It would be surprising to note that not even a single direct train is available to Hyderabad either from Mangalore or Kannur side, which is the northern part of Kerala.

Lastly, thousands of daily commuters like office employees and businessmen are travelling to and from Kannur-Mangalore every day. There is not even a single train available in the morning hours. Understanding the plight of the routine commuters, I would request the hon. Minister to consider introduction of a local passenger train from Kannur to Mangalore. Or at least seriously consider introduction of a pair of MEMU trains between Kannur and Mangalore.

[Translation]

SHRI GOVIND PRASAD MISHRA (Sidhi): Mr. Chairman, Sir, many many thanks. I have been elected from Shadhaul district, Sidhi Singrauli in Madhya Pradesh. I would just like to say that 20 thousand megawatt of power is being generated in Sidhi and Singrauli and there are ten coal mines. It provides power to India. Today Singrauli is a Mini India, people from all the corners of India come here for work but it is very unfortunate that there is no train for Delhi. There is just one train from Howrah which goes to Jabalpur and which mostly runs 5 to 6 hours late and due to which the people face many inconveniences. I would like to request the hon'ble Minister and the Railway Board to extend the train which runs from Howrah to Jabapur to the capital city Bhopal.

Secondly, there is only one platform. Entire coal is loaded at Singrauli railway station. It fetches revenue of around Rs. 20-25 crore for the Railway Board, but there is only platform. We have to wait for around half an hour at the outer. I have asked the Railway Board to construct one more platform. I am ready to contribute Rs. 5 crore out of funds allocated to me. It will be fifty per cent of the cost. It will ask MCL, NTPC, Reliance and other big companies to contribute rest of the funds for the said purpose. The construction of second platform will be of great advantage. We people are getting affected from pollution, smoke and coal dust. This problem will also be addressed because we have to hover around at outer for half an hour.

The resolution to provide two minute halt at Varigavan was payed in Madhya Pradesh Legislative Assembly. But the said proposal is lying pending with the Railway Board for the last four years. There is station at Varigaen, Singrauli district. The demand to provide halt to the Howrah Express at the said station wase made. This resolution has been passed by the Legislative Assembly. I urge upon the Minister to provide a two minutes stoppage of Shaktipunj Express at Vargavan in Singrauli district.

Shahdole and Singrauli districts are naxalite affected areas. Similarly, there is a Vijay Srota station in Shahdole districts. Many a times big demonstrations have been staged there. People have been arrested there. Despite that the Railway Board has not considered it yet. I wish that Shakti Punj Express should be provided two minutes halt at Vijay Srota Station.

The traffic jam occur there for more than half an hour due to coal mine. As Patel ji was just saying that how people face problem in making deliveries. Therefore, an overbridge should be constructed at Gorui, where there is a coal mine and coal is loaded from there. ...(*Interruptions*) I request the Railway Board that Lalitpur Singrauli rail lane which is not connected to Sidhi and is just 60 kilometres from Riwa should be connected to Lalitpur Singrauli railway line.

DR. PRABHA KISHOR TAVIAD (Dahod): Mr. Chairman, Sir, I am grateful to you for allowing me to speak on the Railway Budget.

[English]

I support the Railway Budget presented by the Ex-Railway Minister of the UPA Government with the support of the Hon. Prime Minister Dr. Manmohan Singh, Finance Minister Pranab da and the Chairperson of the UPA Madam Sonia ji.

[*Translation*]

I am very happy and grateful that ex-Minister of Railways, Shri Dinesh ji introduced me to Mamta ji. It was only through Shri Dinesh ji that I was able to meet madam. I would like to tell you today that despite 18 superfast trains running from Dahod Railway Station there was stoppage for only one train there. One was MEMU another was DEMU. There was no coach indicator there either. Madam Mamta ji completed the projects pending for the last 17 years regarding installing of electric coach indicator, model railway station and railway underbridge. Thanks to Madam Mamta ji that it works like a railway station now. Mamda didi got five railway underbridges of limited height constructed. We are very grateful to her. There was no stoppage in our area upto 265 kilometres. Mamda did saw that Baroda is at a distance of 150 kilometres and Ratlam at a distance of 125 kilometres. Today we have got nine trains which means to and fro 18 trains. Intercity train has been introduced from Dahod to Valsad. Mamta didi has introduced this train. But not even one stoppage has been provided for upto 80 kilometres. We have demanded for stoppage at Linkheda, Dahod and Valsad. It is very important for us.

We had demanded for a MEMU from Dahod to the Capital, Gandhi Nagar via Anand and Ahmedabad. It is a stretch of 270 kilometres. It has been bifurcated into two parts - from Dahod to Anand and from Anand to Gandhi Nagar. My submission is that it should be clubbed from Dahod to Godhra via Anand, Ahmedabad. Stoppages should be given at Dahod, Linkheda, Piplod, Godhra and Dakor. There is a Krishna Dham in Dakor. It is also known as Ranchhor Rai ji. Often, a large number of people go there to pay homage. ...(*Interruptions*) Children go to Anand, Ahmedabad to study. People from Dahod go there to work as labourers and people go to Gandhi Nagar for office. They have commuting problem.. ...(*Interruptions*)

A train, Hyderabad-Ajmer has been declared. It is my request to provide a stoppage of the said train at Dahod. The former Minister if from Kutch. He wanted to set up a factor in Kutch. When I read the report on 15 March I came to realize that perhaps the Hon. Minister does not want to set up a factory and the announcement is merely an eyewash. ...(*Interruptions*) If he does not set up a factory there then I hope that the new Hon. Minister would set up a railway factory in our area as we have land under the railways there and it is a primary facility having other properties nearby. ...(*Interruptions*) Hon. Minister, please look into it ...(*Interruptions*) thank you.

SHRI KAMAL KISHOR 'COMMANDO' (Bhraich): Mr. Chairman, Sir, I am thankful to you for allowing me to speak on the Railway Budget. I would like to talk about my constituency first. I am an MP from Bhraich. You are aware that Bhraich is entirely a border area. The people have never seen broad guage line there as only narrow guage is there. Earlier, a request was made by me for guage conversion of a railway line for a stretch of 60 kilometres between Gonda and Bhraich after being elected as Madhya Pradesh. The work has commenced but at a very slow pace. Very small amount of funds have been allocated in this Budget for the said work. It is my request to increase the funds allocation and the work should start at a fast pace.

Secondly, I would like to say that the guage conversion of Gonda-Bhraich-Nanpara Rupedia line is to be done. Rupedia lies adjacent to Nepal Border. Rupedia is a small and good city. People from Nepal travel to and fro from that area. There is a custom office too there. If this railway line is extended upto Nepalganj, it would generate a lot of revenue for Railways.

Thirdly, I would like to request an increase in allocation of funds for level crossing no. 42 which has been sanctioned by either Hon. Minister of Railways or Mamta didi. It is my request to increase the funds allocation and the work should start at a fast pace. I had urged to provide a stoppage at Gajghat and Kailashpuri on Gonda-Bhraich-Nanpara, Mailani route. As the lines are small and it is a forest area, therefore, people of the area face a lot of inconvenience while commuting. Work has not been done till date. I would like my demand to be met this time somehow. There is a demand for Badgaman crossing square at Rishiya station. It is in a dilapidated condition. Therefore, please provide a crossing there. A survey has been conducted between Budual and Bhraich and the survey report has been sent to the Planning Commission. It is my request to start the work on this project as soon as the approval is given by the Planning Commission. Considering the condition of the poor people the hike in the train fares, particularly in sleeper and general class should be withdrawn. Security ...(*Interruptions*) I would like to speak for two more minutes. ...(*Interruptions*) From the security point of view in Railways there is ...(*Interruptions*) There is one more point from Sahajana to Dohright ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Nothing will go on record.

...(Interruptions)*

[Translation]

SHRI SUSHIL KUMAR SINGH (Aurangabad): Mr. Chairman, Sir, I am thankful to you for allowing me to participate in the debate regarding the Railway Budget when Miss Mamata Banerjee had presented her first Railway Budget in this House, she had announced that on the recommendation of every MP PRS will be installed in their respective Parliamentary constituencies. I immediately gave my recommendation for the same but even after the lapse of two years, the PRS has not been installed in my Parliamentary constituency. I gave my recommendation for Tikari under my Parliamentary constituency which is also a sub-divisional head office.

I would like to request the present Minister of Railways to fulfil the above mentioned promise made by his leader.

Secondly, I would like to say that no railway overbridge has been constructed over National Highway No. 98, which is also a very busy road, leading to heavy traffic jams for hours together and inconvenience to people as well.

Thirdly, through you, I urge upon the Hon. Minister to kindly speed up the construction work of Bihata, Aurangabad Rail line as earlier a survey of Bihata - Aurangabad railway line was conducted but only 50 lakh or 1 crore rupees are allocated for the said line in every Budget while the project cost is more than around 350 crore rupees. More funds may be provided for the said line and speeded up the construction work of Bihata - Aurangabad railway line.

I would like to say that a new train has been started from Delhi to Sasaram. I welcome this move and would like to say that at present this train runs from Sasaram to Gaya everyday for maintenance and cleaning but there is no facility for booking of train tickets for passengers from Gaya to Aurangabad. As this train runs from Sasaram to Gaya for only cleaning and maintenance thus, I request the Hon. Minister of Railways to provide booking for Gaya and Aurangabad in this train for the convenience of the people. It would also increase the revenue of railways. I would be grateful to you for the same. I do not want to pass any comments but in the current Railway Budget Bihar has already ...(Interruptions)

[English]

MR. CHAIRMAN: Please conclude.

[Translation]

SHRI SUSHIL KUMAR SINGH: Sir, please allow me to lay my written speech on the table.

[English]

MR. CHAIRMAN: You give it to the Minister.

Now it is nine o'clock. There are five more Members to speak. I would request all the Members to take two minutes each. Within 10 minutes we will finish the speeches. Afterwards, we will take the 'Zero Hour'.

SHRI K. P. DHANAPALAN (Chalakydy): Mr. Chairman, Sir, I would like to request that the Government may kindly take action to upgrade the post of Executive Engineer, Sabari Project to Dy. Chief Engineer at Muvattupuzha. Besides as office of F&CAO may be allowed in Kerala for supervising the construction works in Kerala.

In my constituency, the foundation stone was already laid on 12.12.2010 for the construction of the Nedumbassery Railway Station which is proposed near the International Airport at Nedumbassery. But no fund has been allotted for the work in the Budget.

Lastly, Sir, there are some stoppages of trains. I would request that stops may be allowed to the following trains at Aluva Railway Station. Train No. 16605 - Ernad Express - Mangalore-Thrissur-Ernakulam-Nagercoil; and Train No. 12075 - Jan Shatabdi Express - Thiruvananthapuram-Ernakulam-Thrissur-Kozhikode.

Then, the following trains may be allowed stops at Angamali and Chalakkudy Railway Stations. Train No. 16605 - Ernad Express - Mangalore-Thrissur-Ernakulam-Nagercoil, and Train No. 6305-6306-Kannur-Ernakulam Express.

[Translation]

DR. VINAY KUMAR PANDEY (Shrawasti): Mr. Chairman, Sir, I am thankful to you for allowing me to speak on the Railway Budget 2012-13. It is a historic budget and before quickly raising the demands of the people of my area, through you, in front of the Hon. Minister of Railways I would like to just say that Hon. Dinesh Trivedi had put his heart and soul into making this Budget. ...(Interruptions)

Sir, the public has been continuously demanding for the last three years and they have sent me an earnest letter for reading. Shri Mukund Lal the people of my area are looking at you today through this House and they have

a lot of expectations from the Hon. Railway Minister. Their demand is as follows -Gorakhdham Express should be provided stoppage at Karnelganj station, the stoppage should be provided for trains including Rajdhani Express going to Guwahati at Gonda junction. Gonda Railway Hospital should be upgraded and the railway land in Gonda should be properly utilized. Hon. Minister of Steel is searching for land to establish steel factory there; it would be set up with his collaboration. The intercity which passes through Gonda junction and the loopline is going upto Anand Nagar. Its linkage should also be provided upto Balrampur, Tulsipur, Panch-Pedva. I had sent this letter earlier as well. Hon. UPA Chairperson and the Hon. Prime Minister had given assurances in this regard.

Hon. Mamata didi had also given assurance and later Shri Dinesh Trivedi ji gave assurance. It is with this hope and belief and your directions that I am forwarding this letter to the new Hon. Minister regarding request for construction of a level crossing and installation of a gate at the crossing at Gousdi in Durgapur. A railway line should be laid to connect historic Buddhist pilgrimage site to Shrawasti via Bahraich connecting Bodh Gaya Headquarters to Balrampur and Atraula. Shrawasti district is on the border and under BRJF and included in MSDP and border area development. It is strategically important and also from the point of view of tourism. This loop line stretches from Gorakhpur to Gonda and more funds should be allocated to the on-going guage conversion work of Gorakhpur to Gonda to complete the work as soon as possible.

SHRI BHAKTA CHARAN DAS (Kalahandi): Mr. Chairman, Sir, I welcome the new Hon. Minister of Railways and support the Railway Budget. When Mamata Ji was the Minister of Railways she had announced in her Railway Budget speech on 26 February, 2010 that a wagon factory would be set up in Kalahandi. Later, she said in her Railway Budget speech on 25 February, 2011 that, till now, the Railways has not got land and when the land will be available, this work will be resumed. When there was a debate on 4 March, 2011 she replied as follows:-

[English]

"If the Government will provide suitable site for the project, the Ministry is ready to establish another wagon factory in Kalahandi, as it is an underdeveloped area"

[Translation]

Later, I contacted the Ministry of Railways ten times and asked questions four times here. Hon. Chief Minister also talked about providing land and I thanked the State

Government. Later, the land was provided, fanners gave their land whose affidavit copy I forwarded to the MM. in the Ministry of Railways and also to the Chairman of the Railway Board. But I am sorry to say that in this Budget, presented by the Railways Minister, instead of Kalahandi, announced setting up of this factory which is the constituency of the Chief Minister in Ganjam district. I through you would like to submit that earlier the promise was made to set up it at Kalahandi since Kalahandi is a backward area. If Railways wagon factory is established therein the unemployment problem will be solved and developed will take place. Miss Mamata ji had announced the setting up wagon factory at Kalahandi, keeping these factors in mind. I would like to tell the Hon. Minister of Railways that I have submitted the concerned documents. I urge upon him to consider the documents regarding setting up of this wagon factory at the time he gives reply to the discussion on the Railway Budget tomorrow.

Mr. Chairman, Sir, there is no point in being a Member of Parliament if the promises made in announcements regarding Kalahandi district are not kept. It is better if I submit my resignation, or go on fast unto death. If the Hon. Minister of Railways does not make agreeable announcements then I submit here that I would sit on a fast unto death here.

SHRI SURESH KASHINATH TAWARE (Bhiwandi): Mr. Chairman, Sir, I submit that two local trains should be immediately started from my parliamentary constituency Bhiwandi to CST and from Bhiwandi to Church Gate. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Please wait for a minute. Already you have placed your written speech on the Table. Therefore, your speech cannot be now taken on record. Please take your seat.

SHRI SURESH KASHINATH TAWARE: Please allow only one minute. ...*(Interruptions)*

MR. CHAIRMAN: That cannot be done. When you have placed your speech on the Table, now your speech will not go on record.

...*(Interruptions)**

Now, Shri Pradeep Kumar Singh.

[Translation]

SHRI PRADEEP KUMAR SINGH (Araria): I would

**Not recorded*

like to thank you for giving me an opportunity to take part in the discussion of the Railway Budget, 2012-2013. Sir, the former Minister of Railways in his one hour, 50 minutes speech has tactfully delivered a hard blow to the poor by increasing the railway fare.

Sir, I hail from Araria parliamentary constituency which is located along the Nepal border. I come from the land where litterateur like Phanishwar Nath Renu was born. I came from the land where litterateurs like Ramlal Singh Sanehi and Dwij Dwivedi were born. We not only have strong trade and cultural relations with Nepal, but also demographic relations. Only one train named Seemanchal Express runs from our place which takes 24 to 28 hours to reach Delhi. Sir, I would like to state that there is no pantry car, first class AC coach or third class coach in that train. It has only AC 2-Tier and AC 3-Tier coaches. This area earns a lot of revenue for the railways and I would like to thank the former Minister of Railways. I have two-three pants only to make. I do not want to take too long. Amarपाली Express runs from Katihar to Amritsar. Sir, the said train should be originate from Jogmani instead of Katihar. The guage conversion on proposal in regard to Sahrasa to Farbisganj railway line was passed in the supplementary budget of 1993, but the work is going on at a very slow pace.

I would like to say with great regret that only one crore has been allocated for Raniganj project which was inaugurated by the former Minister of Railways but no provision has been made in this regard in the current budget. The foundation stone of the lines from Supaul to Araria and Araria to Galgallia was laid. Sir, the train from Jogbani to Kolkata runs three times a week. Through, I would like to request the Hon. Minister of Railways to run this train seven days a week. A train should run from Jogbani border to Patna on the lines of Rajrani Express. Many tourists from Nepal visit that place. Banaras is known as the cultural capital of India. The people visit that place from tourism point of view and for performing religious rituals. Therefore, I would like to tell that a district train should be run from Jogbani border to Banaras. Even today, there is no signal facility in Araria court station of Araria in my parliamentary constituency. It is just a halt. I demand that the Government should accord the status of a full-fledged railway station to it.

[English]

MR. CHAIRMAN: Hon. Members, more than 200 hon. Members participated in this Railway Budget discussion. Now, the list is fully exhausted. The hon. Minister of Railways is going to reply tomorrow.

Now, we will be taking up 'Zero Hour'.

[Translation]

SHRI SATPAL MAHARAJ (Garhwal): Sir, through you I would like to draw the attention of the House towards the border states like Jammu-Kashmir, Himachal Pradesh, Arunachal Pradesh and Uttarakhand. Uttarakhand is such a hilly state which shares its border with two neighbouring countries, China and Nepal. Therefore, it is a very important state from security point of view. From the point of view of smooth transportation in high mountaneous region, we know that China has constructed a railway line upto Lasa of Tibet and along with it has also constructed roads in border areas. The Government should take serious cognizance of it and roads in border areas should be constructed of a priority basis so that ration, ordnance and food supplies could be transported to our armed forces immediately in case of any emergency. Out of Rs. 4500 crore budgetary allocation made to BRO, only Rs. 2200 has been spent. Therefore, through you, I would like to request the Union Government to pay special attention in this regard to and roads should be constructed in border areas without causing any further delays.

SHRI KAUSHLENDRA KUMAR (Nalanda): Sir, I would like to draw the attention of the House and the Government towards the news item published in the daily "Prabhat Khabar" dated 18th March under the caption "Koyale Ka Khel."

Sir, on the one hand, the Government is not providing coal linkage for Barauni and Kanti Thermal Power Plant in Bihar and on the other, as per this news item, the coal blocks were allocated to private companies right before the Lok Sabha elections, due to which the Government suffered the revenue losses of around Rs. 8 lakh 80 thousand crore.

Sir, 2 G Spectrum scam gets dwarfed when compared to the said scam.

Sir, whereas coal blocks were allocated to private companies free of cost, at the same time, a notification was issued to allocate coal blocks to the Bihar Government increased rates. Through you, I would like to demand that a CBI inquiry should be conducted in this regard and coal linkage for power plant of Bihar should be given at the earliest. ' Sir, the names of the companies to which coal blocks have been allocated should be made public.

[English]

SHRI ANTO ANTONY (Pathanamathitta): Mr. Chairman, Sir, I am raising an urgent matter of public importance by requesting the Government to introduce a Bill to establish a Carbon Exchange Market.

India has led the global climate change initiative and also benefited from the Clean Development Mechanism projects. But it does not have a single Carbon Exchange Market operating in the country. Rapid industrialization should not put our prosperity in doom. Climate change could adversely affect the livelihoods of poor farmers who rely on agriculture. Agriculture contributes a meagre 14 per cent of our national income. But it provides employment to nearly 60 per cent of the Indian population. Is it not our responsibility to support these poor farmers? Is it not our responsibility to make our motherland safe for our kinds?

MR. CHAIRMAN: What do you want from the Government? You tell your demand.

SHRI ANTO ANTONY: My request is that the Government should introduce a Bill for the establishment of a Carbon Exchange Market. It should immediately provide base and capital support and incentivize the industry to take advantage of these markets. It will provide a great relief to the small and marginal farmers for their contribution in sequestering the carbon from the environment. So far India has been trading carbon through the international markets and does not have a domestic Carbon Exchange Market.

Therefore, I would again plead with the Government to introduce a Bill to establish a domestic Carbon Exchange Market for plantation using its forward industrial linkage. This would be a pioneering initiative, which would help the country to lead the global initiative on Climate Change. Thank you.

SHRIMATI BOTCHA JHANSI LAKSHMI (Vizianagaram): Sir, I also want to associate myself with the issue raised by Mr. Anto Antony.

MR. CHAIRMAN: Okay, you send a slip at the Table. Your name will be associated on this issue.

[Translation]

SHRI ARJUN RAM MEGHWAL (Bikaner): Mr. Chairman, Sir, I would like to draw your attention towards a matter of public importance in the zero hour.

Sir, in order to centralize passport services, the

Ministry of External Affairs, Government of India has formulated a scheme to set up one or two passport centres in addition to already existing Passport Seva Kendras in every state capitals. Fifty Passport Seva Kendras are proposed to be opened in the country. Ten in Kerala, seven in Punjab, seven in Andhra Pradesh, eight in Tamilnadu, four in Karnataka, five in Gujarat, but I do not want to go into this detail. I would like to say that Rajasthan is the longest state in terms of geographical area.

Passport Seva Kendra is in Jaipur, one has been opened in Jodhpur also. I hail from Bikaner parliamentary constituency. Bikaner is the divisional headquarters, Shri Ganganagar, Hanumangarh, Churu, Bikaner and Nagaur districts lie adjoining to it. We have been put under S.kar which lies in the divisional headquarter only. Through you, I would like to demand that Passport Services should be provided at Bikaner Divisional Headquarters, so that seven-eight districts may get benefited from it.

SHRI VIRENDER KASHYAP (Shimla): Mr. Chairman, Sir, through you, I would like to draw the attention of the Government towards a matter related to around 5 lakh small saving agents. The Union Government has formulated a scheme to collect a huge amount from the citizens of the country through small savings and that this is the reason when the world was going through economic slowdown, India sailed through and was partially affected. After rationalization of various agencies on 1.10.1960, a standardized system was set up in rural and urban areas. At present, the said agencies are operating Kisan Vikas Patra, National Saving Certificates, Time Deposit Account, Monthly Income Scheme, Senior Citizen Account etc. All these schemes were being run on commission basis by the agents and their assistants. They were given commission of 2.5 per cent prior to 1981 and after 1981 it was reduced to 2 per cent. In 1988, the said commission was further reduced to one per cent. Last year, on the recommendation of Shrimati Shyamla Gopinath Committee, the Government had decided to reduce the commission given to small saving agency through Third Finance Commission from one per cent to 0.5 per cent and ...*(Interruptions)*

[English]

MR. CHAIRMAN: You make specific point.

[Translation]

PPF and SCSS have been totally abolished. As per this decision. ...*(Interruptions)*

[English]

MR. CHAIRMAN: What do you want? You tell that. Do not quote all the reports. It is not a report reading place.

[Translation]

SHRI VIRENDER KASHYAP: Around 5 lakh agents of SAS, PPF and Mahila Pradhan Bachat Yojna are going to be affected due to this decision and these agents and their co-workers will lose their source of livelihood. The former Prime Minister, Shrimati Indira Gandhi had launched 'Mahila Pradhan Bachat Yojna' on 1st April, 1972 to educate housewives to opt for savings and to further strengthen the economic edifice of the country. This kind of decision will deliver a blow to women empowerment. ...*(Interruptions)*. Therefore, I would like to request the Minister of Finance, not to implement the said report and reconsider the said decision.

MR. CHAIRMAN: Shri Rajendra Aggarwal and Shri Arjun Ram Meghwali ji associate themselves with the matter raised by Shri Virendra Kashyap.

SHRI KAMESHWAR BAITHA (Palamu): Mr. Chairman, Sir, through the House, I would like to draw the attention of the Ministry of Commerce and Industry, Government of India to the closed down Japla Cement Factory based on Vat Technique under Palamu District of my Parliamentary constituency and all mines, whether it is coal, bauxite, graphite or all other mines located in my area during the Zero Hour.

My Parliamentary constituency is suffering from unemployment, starvation, atrocities committed by feudal lords, migration of common people and natural calamities. It is also an extremism affected area. Only factory located in this area was Japla Cement Factory, which was set up in the year 1921 and this factory was the source of livelihood for the local population. It addressed the problem of unemployment to an extent and the State Government was also earning revenue out of it, but all of a sudden it has been closed.

After the constitution of State, in a meeting of Rehabilitation Committee held on 17.12.2003 under Jharkhand Industrial Policy, the matter to restart the said unit was considered.

Sir, today the Government of India is adopting various kinds of industrial policies to enhance manpower and remove unemployment. The decision to close down the said unit in such adverse circumstances, is against the industrial policy and human resource policy.

The issue to revive Lime stone mining lease was considered on 20.07.2007. I fail to understand how long will the Government take to consider the said issue? ...*(Interruptions)*

[English]

MR. CHAIRMAN: That is all. Please take your seat. Whatever you wanted to say, you have already said.

...*(Interruptions)*

[Translation]

SHRI KAMESHWAR BAITHA: In the light of Jharkhand Industrial Policy 2001 and Jharkhand Industrial Rehabilitation Policy, 2003, I demand that the Government should move the proposal to reoperate the said factory immediately.

[English]

MR. CHAIRMAN: Now, nothing will go on record.

...*(Interruptions)**

SHRI S.S. RAMASUBBU (Tirunelveli): A rare opportunity is given in 'Zero Hour'. Why should you not allow us one or two minutes? We are waiting here to raise matters in the 'Zero Hour'. Why should you not allot some more time?

MR. CHAIRMAN: No, he has already said what he wanted.

SHRI S.S. RAMASUBBU: Human resource development is essential for the development of this nation. In order to develop the human resources, education is very important. Our Government is giving more thrust to education and it allocates huge amount of money and takes effective steps to eradicate illiteracy and to provide standard education. However, due to huge cost of education, students are facing lot of difficulties in paying their fees, particularly in higher education and are opting for educational loan.

The Union Government is taking all out efforts in getting education loan to the students at affordable rate of interests and it can be repaid after completing their education/getting employment.

In spite of directions from the Government to simplify the procedures for extending of hassle free education loan, lot of complaints are arising regarding denial of

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loans to students by the banks because of cumbersome procedures and various other reasons with *malafide* intentions.

In a recent case, Sir, in my Constituency, a student of higher education is denied loan by ICICI Bank of Sundra Pandya Puram area just because of this reason quoting that he has secured only 55% marks in HSC, which is less than 60% qualifying marks.

It is difficult to comprehend that once students are considered admission on the basis of the qualifying marks secured by them but the same students are rejected by the banks for education loan citing that the marks secured by them are less. Banks are fixing their own norms contrary to the interests of the students, with the result, the education of students, particularly the students from rural background and poor families, are greatly affected.

I shall, therefore, urge upon the Union Government to issue necessary directions to the bank authorities to ease the norms for providing education loan and ensure that the students should not put into much hardship.

SHRI S. SEMMALAI (Salem): Thank you, Mr. Chairman, Sir. The State of Tamil Nadu is reeling under an acute power shortage. To tide over the crisis, the hon. Chief Minister of Tamil Nadu is taking number of steps. Besides, some projects are yet to be cleared by the Centre. An important project, namely, Kundah Pumped Storage Hydroelectric Project is one among them. The project is awaiting for the clearance of Central Water Commission. Even after getting NoC from Geological Survey of India and Tamil Nadu Pollution Control Board, the Central Water Commission has not yet given its clearance.

The Cauvery water dispute is cited as reason. Sir, this project is nothing to do with the Cauvery river dispute. This is pumped storage scheme. There is no consumption of water or diversion of water. The project is going to be implemented by utilizing the water in a recycling method. It depends entirely on the catchments in Tamil Nadu. My revered leader, hon. Chief Minister of Tamil Nadu, Puratchi Thalaivi has taken up this issue with the Centre several times. Considering all these facts, I urge the Central Government to clear the project immediately.

Mr. Chairman, Sir, I appeal to the hon. Minister of Water Resources to look into this issue and to get the project cleared at once.

[Translation]

SHRI MADHUSUDAN YADAV (Rajnandgaon): Mr. Chairman, Sir, Kabirdham Kawardha district of Chhattisgarh comprises of four blocks and three out of these four blocks are educationally backward blocks. The people belonging to protected scheduled tribe Baiga live in the said areas and the education has not reached the desired level in the said area. I have drawn the attention of the Hon'ble Minister of Human Resource Development many a time in regard to setting up a Kendriya Vidhyalaya in the area. But the Government has not shown any positive attitude in this regard. Therefore, I am raising the matter of public importance in the House.

Sir, through you, I would like to demand that a Kendriya Vidhayala should be started in Kabirdham district in the current year.

SHRI JAYAWANT GANGARAM AWALE (Latur): Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak. I am sitting here for the last four years for Zero hour only.

I am not able to overcome my agony with regard to raising the issue of non-availability of health services to the poor. The poor face a lot of difficulties in getting health services in the private hospitals in particular. There are many well-known private hospitals in the country to which the Government had allocated land on subsidized rates on the condition that 10 per cent beds and 25 per cent OPD services will be provided free of cost to the poor. After receiving repeated complaints, not only the Government but the High Court and the Supreme Court also intervened in the matter and gave ruling to keep reservation for economically weaker sections intact. Despite that, private hospitals fail to comply with the said rules. According to a Government report, 19 major private hospitals of Delhi have failed to make free of cost treatment available to the poor. These include Escorts, Sir Gangaram Hospital, Jassa Ram Hospital, Khosla Medical Institute, Rockland Hospital, Mata Chanan Devi Hospital, Bhagwan Mahavir Hospital, G.M. Modi Hospital, Max Hospital, Balaji Hospital, Vimhans, M.K.W. Hospital etc. These hospitals are not providing proper medical treatment to the poor.

Sir, in the interest of the poor, I demand that the Government should rein in the private hospitals and should direct them to provide free of cost treatment to the poor.

[English]

SHRI KODIKKUNNIL SURESH (Mavelikkara): Mr.

Chairman, I thank you for giving me this chance to raise a matter of urgent public importance.

In Kerala, Kuttanad and Manthuruthi islands belong to my parliamentary constituency. Geographically these two places are very difficult to have access to because rivers and lakes are surrounding Kuttanad and Manthuruthi islands. People are living in adjacent sides of the rivers and lakes. There is no road connectivity. There are no bridges. Government of Kerala or the local Panchayats are not able to provide roads and bridges.

Therefore, I would like to request the Government of India to provide road connectivity as well as bridges. I request the Government to announce a package of Rs.1000 crore for the development of infrastructure in Kuttanad and also in Munthuruthi islands.

[Translation]

SHRI NIKHIL KUMAR CHAUDHARY (Katihar): Mr. Chairman, Sir, I would like to raise a matter of an urgent public importance in the Zero Hour. A train No. 15707-15708, Amarapali Express runs from Katihar to Amritsar and covers a distance of 1805 kilometers. Another train, Seemanchal Express originates from Jogbani, the area adjacent to Indo-Nepal border and runs upto Anand Vihar and covers the distance of 1383 kilometers. It is a matter of great regret that both the trains do not have any pantry car, due to which the passengers face a lot of difficulties in getting eatables. People have to purchase edible items from outside the train. Many times incidents of food poisoning take place due to it and many people have died by consuming contaminated food. Through you, I would like to request the Minister of Railways to attach pantry cars in both these trains immediately.

KUMARI SAROJ PANDAY (Durg): Mr. Chairman, Sir, through you, I would like to express my views in regard to Minimum Support Price of paddy in Chhattisgarh in this House. Mr. Chairman, Sir, farmers are food providers for the country. The farmers are not getting remunerative prices for their produce. Paddy is the main crop in Chhattisgarh and is primarily dependent on monsoon.

Mr. Chairman, Sir, the Minimum Support Price of Paddy was Rs. 1000 per quintal in the year 2010-11 and Rs. 1080 in the year 2011-12. It means that increase of only 8 per cent has been made in the support price of paddy. The prices of almost all items have increased. The prices of petrol, diesel etc. have also increased due to which rate of inflation has also gone up. The price of fertilizers have also increased. Despite all this only a

nominal hike has been made in the support price of paddy, and I regret to say that due to it, the farmers are committing suicide in the country. The farmer does not get any returns for his hard work. Through you, I would like to request the Government to declare a reasonable support price for the paddy.

[English]

SHRI R. THAMARAISELVAN (Dharmapuri): Thank you, Chairman, Sir. Today, education has become very expensive and out-of-reach for the poor students, and getting an employment has become a daunting task without a professional educational qualification. So, it has become necessary for every student to go in for higher education whether he or she belongs to rich or poor section of the society.

For the economically weaker students, bank loan is the only source to attain higher educational qualification. However, the banks are offering educational loan at an exorbitant rate of interest, which is nearly 14 per cent per annum. Of course, this is not affordable to the parents of students belonging to poor families. The banks are offering home loans and car loans at much lower rates than educational loan. The banks are offering car loans at an interest rate of nearly 11.50 per cent per annum and home loans at the interest rate of nearly 11 per cent per annum. Further, the banks are releasing installments of educational loans on a yearly-basis, and every year the installments are released only after re-payment of the interest of the previous year. This causes a lot of hardship to the poor students. Hence, this provision should be abolished. The students should be allowed to have a grace period for repayment of their interest on the principal loan amount, that is, till he/she gets a job.

Therefore, I urge upon the Government to provide educational loans to the students at lower rate of interest than any other loans provided by the banks, and also make a provision to waive-off the educational loan for the poor students who were not able to repay it due to unemployment as is being done in the case of farmers.

SHRI K. P. DHANAPALAN (Chalaky): Sir, I would like to raise an important matter today pertaining to the Thiruvanchikulam Mahadeva Temple, which is a very old temple. This temple is said to be constructed during the reign of Chera Kings who ruled over South India during the 12th Century AD.

The Thiruvanchikulam Temple is in a degenerated state. This temple is under the control of the Archeological

Survey of India (ASI). Hence, I would request that necessary steps may be taken for the protection of this ancient temple at Thimvanchikulam and also the Vadakkumnathan Temple at Thrissur.

Besides, adding to the natural beauty of the area, Chalakudy has ten major pilgrim centres, namely, Thiruvanchi Kulam Matradeva and Bhagavathy Temple, Kodungallur; Cheraman Juma Masjid, Kodungallur; Mar Thoma Church, Azhikode; Keelthazhi Siva Temple at Kodungallur; birthplace of Sri Sankaracharya at Kalady; St. Thomas Church Malayattoor and Ambazhakkad; Sivarathri Manappuram at Aluva; and Church of Kadamattathu Kathanar at Kadamattom. I would also request that necessary steps may be taken for the protection of these ancient monuments, and special financial assistance may be allowed for the development of this Region.

[Translation]

SHRI RAJENDRA AGARWAL (Meerut): Sir, I would like to thank you for giving me an opportunity to speak. Through you, I would like to draw the attention of the Government towards the problems of gas consumers. There are many such Gas distributors in many area, particularly in Hapur, who behave in an arbitrary and bullying, manner and harass the gas consumers. They do not provide a new connection to consumers and even if they provide one they force them to purchase gas stove and other items alongwith gas connection and earn profit out of it. I wrote letters to them, but they do not honour these. They are not providing letters sent by the Ministry. Besides that they cause delay in booking a gas cylinder and the people get the cylinders in two months.

Through you, I would like to request the Government that an inquiry should be conducted in this regard. The blackmarketing of cylinders is taking place on a large scale there. The distributors himself guides the consumers to go to a certain place and get cylinder by paying Rs. 700-800. I do not want to mention their names. I hope that the Government will take cognisance of it and take action in this regard so that the gas consumers may not face further inconvenience.

DR. VINAY KUMAR PANDEY (Shravasti): Sir, I would like to thank you for giving me an opportunity to speak during the Zero Hour. My Parliamentary Constituency, Shrawasti which is also a Buddhist pilgrim sites, holds its own importance from the point of view of tourism, forest cover reserve forest etc. It is also important from strategic

point of view as it is located near international Indo-Nepal border and it is a very sensitive area.

Sir, my Parliamentary Constituency is a very backward and neglected area. One can make it out from the fact the Government of India schemes for upliftment of backward region like Backward Region Grant Fund, Border Area Development Project and MSDP are in force in this area. Rapti river takes devastating form due to incessant rainfall in the area during the rainy season. Overflowing drains originating from Shivalik range inundate all the villages. The condition becomes very pitiable. It is very essential to construct a bridge on Madhvaghat at Rapti river in Jamnah. It will reduce the distance of Hariharpur Rani Block and Sirsia Block to District Headquarters to 24 Kilometers only. At present it is 47 kilometers. It is very important from strategic point of view. It is reserve forest. Illegal cutting of trees is taking place in the forest. The forest is also a naxalite hideout. It has its own importance. Through you, I would like to say that immediate steps should be taken to include it under Border Area Development Programme.

SHRI PURNMASI RAM (Gopalganj): Mr. Chairman, Sir, Sabeya airport was constructed in Gopalganj of Bihar state, my Parliamentary Constituency in the year 1932. This airport was used during the second world war in 1945 and Indo-China war in 1962. Even today the condition of the said airport is very good. But it is getting deteriorated in the absence of repair and maintenance. The Government is looking for land for the construction of the new airports. Through you, I would like to demand that the Minister of Civil Aviation the Government should get this airport repaired and start inter-state air services from the said airport.

SHRI GANESH SINGH (Satna): Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak.

Through you, I would like to draw the attention of the Government on an important issue although, a discussion has been held on the said issue in the morning today and our leader Smt. Sushma Swaraj ji, Shri Sharad Yadav ji, Hon. Mulayam Singh and all other leaders have expressed their concern. I would like to associate myself to this issue and say that the figures released by the Planning Commission do not reflect the grassroot reality. The parameters fixed by the Planning Commission regarding eligibility criteria for being included in the below poverty line have enraged the entire country because the Commission has stated that if the people in rural areas send Rs. 22.42 per day and those in urban areas

Rs. 28.65 per day then they cannot be included in the below poverty line list. This is probably the most cruel joke played on the poor people. If the Planning Commission would mislead the country without knowing the grassroots reality, it would lead to a massive outrage. The Commission has stated that the percentage of poor people has gone down by 7.3 per cent. Therefore, 6 crore 30 lakh people have risen above the below poverty line. These figures are absolutely false. 60 per cent people in the country are suffering from poverty. The nature has already punished them by making them poor, now the Union Government is also trying to deprive the poor people of their rights. I am giving an example of Madhya Pradesh. At present, there are 76 lakh BPL families but the Union Government considers only 42 lakh families below poverty line, while the State Government has only included those people in the office of Tehsildar in rural areas and in SDM's court in urban areas. I demand that the Planning Commission immediately withhold such figures and once again constitute a committee to ascertain the ground reality. Shri Arjun Sengupta report states that 80 per cent people in the country are subsisting on less than 20 rupees per day and the Planning Commission is not ready to consider those poor people who earn 22 rupees per day. Such injustice should be stopped immediately.

SHRI TUFANI SAROJ (Machhlishahr): Mr. Chairman, Sir, I am grateful to you for allowing me to speak on a very important issue. Through you, I would like to draw the attention of the Government towards pitiable condition of the RCM (Right Concept Marketing) distributors. People earn incentives by achieving the targets of sale of items of daily use manufactured by RCM company of MLM in Bhilwara, Rajasthan. 1 crore 37 lakh people across the country do this work but the Government has seized the said company on 8 December, 2011 on the allegations of chit fund and money collection due to which all of its stores have shut down. As a result, the people linked with the sale of company products have become unemployed and their families are struggling to survive. A large number of people are agitating under the leadership of RCM Consumer and Distributor Welfare Association against this step of the Government at Jantar Mantar. This demonstration has been continuing for a number of days. They say that 360 multi level marketing companies were functioning in Kerala which had been shut down. When the people associated with the company gave detailed information to the Government regarding the company's activities, the government there framed a guideline and on its basis the two companies RCM and MLM are working.

The Government has not made any law on MLM. The people linked with distribution want the Government to formulate laws on MLM. If the Government wishes it could get the functioning of any company reviewed independently and take action if the company is found violating any laws. But till the time it is not proved the distribution system of the company should be resumed so that lakhs of people don't die due to starvation. If someone does not provide jobs to people then no one should have right to snatch their livelihood.

Therefore, I demand that ...*(Interruptions)*

[English]

MR. CHAIRMAN: Nothing will go on record.

...*(Interruptions)**

[Translation]

SHRI SHAILENDRA KUMAR (Kaushambi): Mr. Chairman, Sir, I associate myself with the issue raised by Shri Tufani Saroj.

SHRI RAMKISHUN (Chandauli): Mr. Chairman, Sir, I associate myself with the issue raised by Shri Tufani Saroj.

Sir, Ganga Basin Authority was set up under the leadership of the Prime Minister for making the Ganga pollution free. Three members of the said committee have resigned. The environmentalist, professor B.D. Agrawal has become an ascetic for the cause of pollution in the river and has started a fast unto death. This condition is serious. The district administration has admitted him in the hospital. Two ministers from the government went there to meet him. Very young children have also sat on fast unto death on the banks of the Ganges river in his support. Today, the state of Ganges is such that it is polluted from the source to its destination. In such a situation, I demand that the Government of India ask the authority made for making the Ganga pollution free to start functioning immediately and the provisions made for funds worth crores of rupees should be utilized to make the Ganga pollution free so as to end the Swami Sanand ji's fast. ...*(Interruptions)*

SHRI SHAILENDRA KUMAR: Mr. Chairman, Sir, I associate myself with the issue raised by Shri Ramkishun.

SHRI RAJENDRA AGRAWAL: Mr. Chairman, Sir, I associate myself with the issue raised by Shri Ramkishun.

*Not recorded

[English]

SHRIMATI BOTCHA JHANSI LAKSHMI (Vizianagaram): Thank you hon. Chairman Sir for allowing me to raise the matter of public importance. We all know the success of Mahatma Gandhi National Rural Employment Guarantee Act Programme which has immensely benefited farmers and agricultural labourers, small and marginal farmers living in rural areas. It provided them economic stability and checked the migration to urban areas a lot.

Sir, there is a need to have similar programme for small and marginal farmers living across the country in semi-urban areas, grade two and three municipalities like the MGNREGA Scheme.

Agriculture is the main occupation of the people living in these areas. As the MGNREGA scheme is limited to rural areas, small and marginal farmers living in semi-urban areas are not able to benefit under MGNREGA

scheme. As a result, they are not able to create any durable assets. Even to undertake repair of tanks, lifting silt, water conservation works, they are not able to do it because of paucity of funds. In a way, they are forced to leave the agriculture.

Considering the poor economic condition of these farmers and to check their migration from semi-urban areas to urban areas, I request the Government to evolve a scheme for the farmers of semi-urban areas on the pattern of MGNREGA.

MR. CHAIRMAN: The House stands adjourned to meet tomorrow, the 22 March, 2012 at 11.a.m.

21.48 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 22, 2012/ Chaitra 2, 1934 (Saka).

Annexure-I*Member-Wise Index to Starred Questions*

Sl.No.	Member's Name	Question No.
1	2	3
1.	Dr. Ajnala, Rattan Singh	112
2.	Shri Ananth Kumar	119
3.	Shri Awale Jaywantrao	109
4.	Dr. Baliram	118
5.	Shri Bavaliya Kunvarjibhai Mohanbhai	116
6.	Shri Bhoi Sanjay	110
7.	Smt. Devi Rama	112
8.	Smt. Dutt Priya	117
9.	Shri Gadhvi Mukesh Bhairavdanji	103
10.	Dr. Jaiswal Sanjay	101
11.	Shri Jaiswal, Gokah Prasad	120
12.	Shri Kashyap Virender	114
13.	Shri Kaushalendra Kumar	115
14.	Dr. Khatri, Nirmal	106
15.	Shri Kowase Marotrao Sainuji	104
16.	Shri Kumar Vishwa Mohan	107
17.	Shri Mandal Mangani Lai	106
18.	Shri Meghwal Arjun	113
19.	Shri Panda Baijayant	113
20.	Shri Paranjpe Anand Prakash	110
21.	Shri Pathak Harin	120
22.	Shri Bhaskarrao Bapurao Patil Khatgaonkar	111
23.	Prof. Ram Shankar	116
24.	Shri Ramkishun	114
25.	Dr. Ratna, De	108
26.	Shri Rawat, Ashok Kumar	104
27.	Shri Reddy Sreenivasulu	102
28.	Shri S.R. Jeyadurai	115

1	2	3
29.	Shri Singh Ravneet	117
30.	Shri Toppo Joseph	101
31.	Shri Tudu Laxman	111
32.	Dr. Venugopal P.	107
33.	Shri Verma Sajjan	105
34.	Smt. Verma, Usha	103

Member-wise Index to Unstarred Questions

Sl.No.	Member's Name	Question No.
1	2	3
1.	Shri A.K.S. Vijayan	1224
2.	Shri Acharia, Basudeb	1142, 1347
3.	Shri Adhalrao Patil Shivaji	1228, 1232, 1310, 1329, 1342
4.	Shri Adsul Anandrao	1228, 1232, 1310 1329, 1342
5.	Shri Agarwal Jai Prakash	1270, 1361, 1364
6.	Shri Agarwal, Rajendra	1328, 1354
7.	Shri Ahir Hansraj G.	1156, 1212, 1351
8.	Shri Ajmal Badruddin	1348
9.	Dr. Ajnala, Rattan Singh	1217
10.	Shri Anantkumar, Hegde	1298, 1351
11.	Shri Angadi, Suresh	1329
12.	Shri Anuragi, Ghanshyam	1248
13.	Shri Argal Ashok	1192, 1288
14.	Shri Azad Kirti	1272, 1276
15.	Shri Babar Gajanan D.	1228, 1232, 1273 1329, 1342
16.	Smt. Badal Harsimrat Kaur	1241

1	2	3
17.	Shri Bais, Ramesh	1268, 1351
18.	Shri Baitha, Ramshwar	1332, 1333
19.	Shri Bajwa Pratap Singh	1165, 1251, 1264, 1362
20.	Dr. Baliram	1331
21.	Shri Banerjee, Ambica	1257, 1286, 1264, 1362
22.	Shri Bhadana Avtar Singh	1324
23.	Shri Bhagat Sudarshan	1299
24.	Shri Bhagora Tarachand	1253, 1324, 1350, 1351
25.	Shri Bhoi Sanjay	1326, 1351
26.	Shri Bhubal Sameer	1340
27.	Shri Biju P.K.	1152, 1203, 1251
28.	Shri Bishnoi, Kuldeep	1204
29.	Shri Biswal Hemanand	1259, 1355
30.	Smt. Botcha, Jhansi Lakshmi	1315, 1351, 1353
31.	Shri C. Sivasami	1257, 1284
32.	Shri Chacko P.C.	1216, 1268
33.	Smt. Chakravarty Vijoya	1182
34.	Shri Chaudhary Harish	1189, 1331
35.	Dr. Chauhan Mahendrasinh P.	1257, 1346
36.	Shri Chavan, Harishchandra	1198, 1238, 1291
37.	Shri Chitthan N.S.V.	1252
38.	Shri Coudhary Bhudeo	1268, 1358
39.	Smt. Choudhry Shruti	1187, 1223, 1227, 1329, 1369
40.	Shri Chowdhury, Adhir	1317, 1319
41.	Shri Chowdhury, Bansa Gopal	1278

1	2	3
42.	Shri Das, Khagen	1267, 1359
43.	Shri Das, Ram Sundar	1264, 1358
44.	Shri Dasgupta, Gurudas	1353, 1357
45.	Smt. Dasmunsi, Deepa	1250, 1313
46.	Shri Deo, Kalikesh N. Singh	1259, 1272
47.	Smt. Devi Ashwamedh	1166, 1370
48.	Smt. Devi Rama	1172
49.	Shri Dhanapalan K.P.	1254, 1347
50.	Shri Dhotre Sanjay	1341
51.	Shri Dhurva Narayana	1157, 1251, 1369, 1372
52.	Smt. Dhurve, Jyoti	1249, 1346, 1358
53.	Shri Dubey Nishikant	1257, 1270, 1279, 1352
54.	Adv. Dudhgaonkar, Ganeshrao Nagorao	1228, 1262, 1352, 1353
55.	Smt. Dutta Priya	1333
56.	Shri Gaddigoudar, P.C.	1242
57.	Shri Gaikwad Eknath Mahadeo	1215, 1326, 1351
58.	Shri Gajender Singh Rajukhedi	1324
59.	Smt. Gandhi Maneka	1258
60.	Shri Gandhi, Varun*	1228, 1336, 1337
61.	Shri Gandhi, Dilipkumar Mansukhlal	1193, 1331
62.	Shri Gavit Manikrao Hodalya	1317, 1363
63.	Shri Gopal, L Raja	1283
64.	Shri Gouda, Shivarama	1344
65.	Shri Gowda Chandre D.B.	1250, 1268, 1288
66.	Prof. Haque, Sk. Saidul	1152, 1241
67.	Shri Hazari Maheshwar	1158, 1268, 1335, 1343

1	2	3
68.	Shri Hussainsyed Shahnawaz	1246, 1336, 1337
69.	Shri Jadhao, Prataprao Ganpatrao	1289
70.	Shri Jadhav Baliram	1271, 1292
71.	Shri Jaiswal, Gorakh Prasad	1211
72.	Shri Jakhar Badri Ram	1152, 1354, 1368
73.	Smt. Jardosh Darshana	1209
74.	Shri Jawale Haribhau	1162, 1380
75.	Shri Jindal, Naveen	1155, 1333, 1371
76.	Dr. Joshi, Mahesh	1168
77.	Dr. Joshi, Murli Manohar	1268, 1351
78.	Shri Joshi, Pralhad	1259, 1328, 1355
79.	Shri Kalmadi Suresh	1280, 1344
80.	Shri Karunakaran, P.	1237, 1358
81.	Shri Karwariya, Kapil Muni	1264, 1358
82.	Shri Kaswan, Ram Singh	1206
83.	Shri Katariya Lai Chand	1225, 1334
84.	Shri Kaushalendra Kumar	1326
85.	Shri Khaire Chandrakant	1251, 1348, 1349
86.	Dr. Killi Kruparani	1154, 1195
87.	Dr. Kirodi Lai Meena	1169, 1373
88.	Shri Kishor, Karnal "Commando"	1232, 1302, 1363
89.	Shri Kumar G.V. Harsha	1237, 1251, 1275, 1328, 1345
90.	Shri Kumar Mithilesh	1333
91.	Shri Kumar, P.	1202, 1361
92.	Smt. Kumari Chandresh	1241

1	2	3
93.	Shri Laguri Yashbant	1153, 1374
94.	Shri Ligam P.	1263, 1357
95.	Shri Madam Vikrambhai Arjanbhai	1180
96.	Smt. Mahajan, Sumitra	1303
97.	Shri Mahato, Baidynath Prasad	1180
98.	Shri Mahato, Narahari	1154, 1235, 1325
99.	Shri Mahtab Bhartruhari	1245
100.	Shri Majhi Pradeep	1241, 1305, 1350
101.	Shri Majumdar, Prasanta Kumar	1184, 1274, 1325
102.	Shri Mandal Mangani Lal	11341
103.	Shri Mani Jose K.	1194, 13451
104.	Shri Manjhi Hari	1364
105.	Smt. Mcleod, Ingrid	1353
106.	Shri Meena Raghuvir Singh	1152, 1324
107.	Shri Meghe, Datta	1217
108.	Shri Meghwal Arjun	1268, 1365
109.	Shri Meghwal Bharat Ram	1238
110.	Shri Mishra, Mahabal	1266
111.	Mitra, Somen	1205, 1238, 1369
112.	Shri Mohan P.C.	1231, 1268
113.	Shri Munde Gopinath	1214, 1231, 1351
114.	Shri Muttemwar Vilas	1268, 1345, 1354, 1355
115.	Shri Nagar, Surendra Singh	1261
116.	Shri Naik Shripad Yesso	1328
117.	Dr. Naik, Sanjeev Ganesh	1230, 1338, 1339, 1340
118.	Shri Nama, Nageshwara Rao	1247

1	2	3
119.	Shri Namdhari Inder Singh	1260, 1349
120.	Shri Naqvi Zafar Ali	1312
121.	Shri Naranbhai, Kachhadia	1249, 1346
122.	Shri Nishad (Capt.) Jai Narain Prasad	1290
123.	Shri Owaisi Asaduddin	1207, 1268
124.	Shri P.R. Natarajan	1229, 1336
125.	Shri Pal, Jagdambika	1243, 1345
126.	Shri Panda Bijayant	1327, 1328, 1329
127.	Shri Panda, Prabodh	1349, 1353
128.	Shri Pandey Ravindra Kumar	1282, 1302, 1312, 1331
129.	Km. Pandey Saroj	1240, 1312
130.	Shri Pandey, Gorakhnath	1223
131.	Shri Pangi Jayaram	1199
132.	Shri Paranjpe Anand Prakash	1326, 1351
133.	Shri Patel Devji M.	1174, 1226, 1261
134.	Smt. Patel, Jayshreeben	1181
135.	Shri Patel, Bal Kumar	1309
136.	Shri Patel, Kishnbhai V.	1224, 1241, 1305, 1350
137.	Shri Patil Sanjay Dina	1230, 1338, 1339, 1340
138.	Shri Patil A.T. Nana	1156, 1337, 1361
139.	Smt. Patil Bhavana Gawali	1228, 1262, 1347, 1352, 1353
140.	Shri Patil C.R.	1167, 1346
141.	Shri Patil Rao Saheb Danve	1307, 1331
142.	Shri Bhaskarrao Bapurao Patil Khatgaonkar	1326, 1351
143.	Smt. Patle, Kamla Devi	1170

1	2	3
144.	Shri Prabhakar, Ponnam	1178, 1369, 1377
145.	Shri Pradhan Nityananda	1327, 1328
146.	Shri Premdas	1282
147.	Shri Punia, P. L.	1175, 1272
148.	Shri Purkayastha Kabindra	1287
149.	Shri Raghavan M. K.	1259, 1264, 1320
150.	Shri Rajbha, Ramashanker	1256
151.	Shri Rajesh, M. B.	1186, 1353, 1362
152.	Shri Ram Purnamasi	1311
153.	Shri Ramkishun	1326
154.	Shri Rana Kadir	1331
155.	Shri Rane, Nilesh Narayan	1259 1360
156.	Shri Rao Konakalla Narayana	1151, 1173, 1285,1349
157.	Shri Rao, Sambasiva Rayapati	1151, 1173, 1285, 1349
158.	Shri Rashid, J.M. Aaron	1324
159.	Shri Rathod, Ramesh	1230
160.	Shri Rathwa Ramsinh	1251, 1361
161.	Shri Ray Arjun	1298
162.	Shri Ray, Bishnu Pada	1179, 1378
163.	Shri Ray, Dura Madhab	1219, 1311, 1324
164.	Shri Reddy Gutha Sukhender	1277, 1353
165.	Shri Reddy Sreenivasulu	1379
166.	Shri Reddy, Modugula Venugopala	1161, 1366
167.	Shri Roy Nripendra Nath	1154, 1235, 1325
168.	Shri Roy, Mahendra Kumar	1152
169.	Shri S. Alagiri	1356

1	2	3
170.	Shri S. Semmalai	1294
171.	Shri S., Pakkappa	1163, 1251
172.	Shri S.S. Ramasubbu	1177, 1376
173.	Shri Sardinha Francisco Cosme	1224, 1236
174.	Smt. Saroj, Sushila	1268, 1335, 1343
175.	Shri Saroj, Tufani	1271
176.	Shri Sayeed, Hamdullah	1285, 1323, 1347
177.	Smt. Scindia, Yashodhara Rajee	1295
178.	Smt. Shantha, J.	1200, 1295, 1302, 1341
179.	Dr. Sharma, Arvind Kumar	1196
180.	Shri Sharma, Jagdish	1268, 1345, 1354
181.	Shri Shekhar, Neeraj	1268, 1296, 1297, 1347, 1353
182.	Shri Shetkar, Suresh Kumar	1154, 1159, 1362, 1367
183.	Shri Shetti Raju	1330
184.	Shri Anto Antony	1285
185.	Shri Shukla Balkrishna Khanderao	1213, 1268
186.	Shri Siddeshwara, G.M.	1188
187.	Dr. Singh Bhola	1281
188.	Shri Singh Bhoopendra	1176, 1257, 1337
189.	Shri Singh Dushyant	1362
190.	Shri Singh Ganesh	1331, 1358
191.	Shri Singh Ijyraj	1331, 1336
192.	Shri Singh Jagadanand	1257, 1269, 1360
193.	Smt. Singh Meena	1208, 1268
194.	Shri Singh Murari Lal	1190

1	2	3
195.	Shri Singh Pashupati Nath	1168, 1265, 1331
196.	Shri Singh Radha Mohan	1241, 1321, 1364
197.	Dr. Singh Raghuvansh Prasad	1221, 1347
198.	Shri Singh Rakesh	1300, 1331, 1351
199.	Shri Singh Ravneet	1218, 1326
200.	Shri Singh Sushil Kumar	1311, 1359
201.	Shri Singh Yashvir	1268, 1296, 1353
202.	Shri Singh, Kunwar Rewati Raman	1252, 1255
203.	Shri Singh, Radhe Mohan	1234
204.	Shri Singh, Rajiv Ranjan Alias Lalan Singh	1268
205.	Singh, Rajkumari Ratna	1289, 1323
206.	Shri Singh, Uday Pratap	1225, 1334
207.	Shri Singh, Umashankar	1230
208.	Dr. Sinh, Sanjay	1211
209.	Shri Siricilla Rajaiah	1151, 1154, 1173, 1285, 1349
210.	Dr. Solanki Kirit Premjibhai	1233
211.	Shri Sudhakaran K.	1164, 1369
212.	Shri Sugavanam, E.G.	1201, 1235, 1317
213.	Shri Sugumar, K.	1173, 1353, 1375
214.	Smt. Sule, Supriya	1339
215.	Shri Suresh Kodikkunnil	1250, 1268, 1288
216.	Dr. Sushant Rajan	1318
217.	Shri Swamy N. Cheluvaraya	1183
218.	Shri Tagore Manicka	1314

1	2	3
219.	Smt. Tandon, Annu	1306
220.	Shri Tanwar Ashok	1171, 1251
221.	Shri Tarai Bibhu Prasad	1353
222.	Shri Tewari Manish	1226
223.	Shri Thakor Jagdish	1337
224.	Shri Thakur Anurag Singh	1291
225.	Shri Thamaraiselvan R.	1191, 1251
226.	Shri Thomas P. T.	1160
227.	Shri Tirkey, Manohar	1184, 1274, 1325
228.	Shri Tiwari, Bhisma Shanker Alias Kushal	1301
229.	Shri Tomar Narendra Singh	1337
230.	Shri Tudu Laxman	1323
231.	Smt. Upadhyay Seema	1268, 1322, 1335, 1343
232.	Shri Vardhan, Harsh	1304, 1351
233.	Shri Vasava, Mansukh Bhai D.	1211
234.	Dr. Venugopal P.	1275, 1328

1	2	3
235.	Shri Verma Sajjan	1325
236.	Smt. Verma, Usha	1268, 1322, 1335, 1343
237.	Shri Virendra Kumar	1308
238.	Shri Vishwanath, Adagooru	1244
239.	Shri Viswanathan P.	1316
240.	Shri Wakchaure, Bhausahab Rajaram	1218, 1330
241.	Shri Yadav Anjan Kumar M.	1153, 1172, 1356, 1374
242.	Shri Yadav Dharmendra	1228, 1232, 1273, 1342
243.	Shri Yadav Om Prakash	1210, 1344
244.	Prof. Yadav Ranjan Prasad	1238, 1293, 1354
245.	Shri Yadav, Arun	1185, 1220, 1232, 1361
246.	Shri Yadav, Madhusudan	1197, 1332, 1333
247.	Yogi, Aditya Nath	1222, 1344.

Annexure-II*Ministry-wise Index to Starred Questions*

Prime Minister	:	
Atomic Energy	:	119
Civil Aviation	:	114, 120
Coal	:	118
Communications and Information Technology	:	101, 110, 111
External Affairs	:	105, 107, 113
Human Resource Development	:	102, 103, 104, 106, 109, 112, 116, 117
Overseas Indian Affairs	:	
Personnel, Public Grievances and Pensions	:	
Planning	:	108
Space	:	115

Ministry-wise Index to Unstarred Questions

Prime Minister	:	1233
Atomic Energy	:	1181, 1236, 1270, 1361, 1372
Civil Aviation	:	1184, 1185, 1191, 1192, 1200, 1214, 1216, 1235, 1244, 1245, 1252, 1254, 1260, 1282, 1288, 1289, 1291, 1293, 1295, 1315, 1324, 1330, 1340, 1350, 1353, 1355, 1367
Coal	:	1153, 1174, 1177, 1188, 1190, 1202, 1208, 1220, 1232, 1250, 1251, 1266, 1278, 1296, 1321, 1339, 1352, 1357, 1365
Communications and Information Technology	:	1164, 1165, 1167, 1168, 1172, 1173, 1176, 1180, 1195, 1196, 1201, 1211, 1223, 1230, 1257, 1259, 1261, 1264, 1271, 1275, 1284, 1314, 1319, 1328, 1329, 1331, 1337, 1341, 1351, 1356, 1358, 1360, 1362, 1363, 1371
External Affairs	:	1163, 1182, 1207, 1221, 1224, 1247, 1263, 1277, 1285, 1317, 1322, 1349, 1364, 1369, 1376
Human Resource Development	:	1151, 1152, 1154, 1158, 1162, 1166, 1170, 1175, 1178, 1179, 1183, 1186, 1187, 1193, 1194, 1197, 1199, 1203, 1204, 1209, 1210, 1212, 1213, 1225, 1226, 1227, 1228, 1229, 1234, 1238, 1239, 1241, 1242, 1243, 1248, 1249, 1255, 1258, 1265, 1269, 1272, 1273, 1274, 1280, 1281, 1286, 1294, 1297, 1299, 1300, 1302, 1304, 1305, 1306, 1308, 1309, 1310, 1312, 1313, 1316, 1320, 1323, 1325, 1326,

1332, 1333, 1334, 1335, 1336, 1338, 1342, 1344,
1345, 1348, 1354, 1359, 1368, 1370, 1373, 1374,
1375, 1378, 1379

Overseas Indian Affairs : 1171, 1218, 1246, 1292, 1346, 1377

Personnel, Public Grievances and Pensions : 1155, 1157, 1160, 1217, 1219, 1240, 1279, 1290,
1303, 1311

Planning : 1159, 1161, 1169, 1189, 1198, 1205, 1206, 1215,
1222, 1237, 1253, 1256, 1262, 1267, 1283, 1287,
1298, 1301, 1307, 1318, 1327, 1343, 1347, 1366,
1380

Space : 1156, 1231, 1268, 1276.

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