

Seventeenth Series, Vol. XVII No. 15

Tuesday, March 22, 2022

Chaitra 1, 1944 (Saka)

LOK SABHA DEBATES

(English Version)

Eighth Session

(Seventeenth Lok Sabha)



(Vol. XVII contains Nos.11 to 20)

LOK SABHA SECRETARIAT

NEW DELHI

EDITORIAL BOARD

Utpal Kumar Singh

Secretary-General

Lok Sabha

Suman Arora

Joint Secretary

Bishan Kumar

Director

Shivaji Shrivastava

Joint Director

Anju Meena

Editor

© 2022 Lok Sabha Secretariat

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

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

C O N T E N T S

Seventeenth Series, Vol. XVII, Eighth Session, 2022/1944 (Saka)

No. 15, Tuesday, March 22, 2022/Chaitra 1, 1944 (Saka)

<u>S U B J E C T</u>	<u>P A G E S</u>
ORAL ANSWERS TO QUESTIONS	17
*Starred Question Nos. 261 to 267 and 274	17-44
 WRITTEN ANSWERS TO QUESTIONS	 45
Starred Question Nos. 268 to 273 and 275 to 280	
Unstarred Question Nos. 2991 to 3220	

* 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.

PAPERS LAID ON THE TABLE	47-49
MESSAGES FROM RAJYA SABHA	49-50
STANDING COMMITTEE ON ENERGY	
22 nd to 25 th Reports	50
STANDING COMMITTEE ON FINANCE	
40 th to 44 th Reports	51
STANDING COMMITTEE ON FOOD, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION	
18 th and 19 th Reports	51-52
STANDING COMMITTEE ON PETROLEUM AND NATURAL GAS	
10 th Report	52
STANDING COMMITTEE ON COAL, MINES AND STEEL	
28 th to 31 st Reports	52-53
STANDING COMMITTEE ON COMMERCE	
167 th and 168 th Reports	53

MATTERS UNDER RULE 377	53-76
(i) Regarding construction of roads and overbridges connecting Jharkhand to neighbouring States.	
Shri Bidyut Baran Mahato	54-55
(ii) Regarding opening of an AIIMS in North Bengal Region.	
Sushri Debasree Chaudhuri	55-56
(iii) Need to make available adequate seats for aspiring MBBS students in the country.	
Shri Ganesh Singh	56-57
(iv) Need to construct a new building for post office at Madhuban block in East Champaran district, Bihar.	
Shrimati Rama Devi	57-58
(v) Need to take necessary measures for establishment of Petrochemicals Complex in Vidarbha region of Maharashtra.	
Shri Ashok Mahadeorao Nete	58
(vi) Regarding compliance of directions issued by Union Government to Maharashtra under Mines and Minerals (Development and Regulation)	

Act, 1957.

- | | | |
|--------|---|-------|
| | Shri Sunil Baburao Mendhe | 59 |
| (vii) | Need to restore the provision for concessional train fare to PIB accredited journalists. | |
| | Shri Unmesh Bhaiyasaheb Patil | 59-60 |
| (viii) | Need to implement master plan for development of Kisangarh-Ajmer Airport. | |
| | Shri Bhagirath Chaudhary | 60-61 |
| (ix) | Need to secure the financial security of workers rendered jobless after closure of companies in Bharuch Parliamentary Constituency. | |
| | Shri Mansukhbhai Dhanjibhai Vasava | 61-62 |
| (x) | Regarding setting up of a commercial airport in Singrauli district, Madhya Pradesh. | |
| | Shrimati Riti Pathak | 62 |
| (xi) | Regarding disinvestment of LIC. | |
| | Shri Hibi Eden | 63 |
| (xii) | Regarding laying of a new railway route through Barpeta. | |
| | Shri Abdul Khaleque | 63-64 |

- (xiii) Regarding speedy execution of tunnel project connecting Papanasam dam with Manimuthar dam, Tamil Nadu.

Shri S. Gnanathiraviam

65

- (xiv) Regarding problems in Biometric Identification of the beneficiaries under National Food Security Act.

Shrimati Aparupa Poddar

66

- (xv) Need to extend train nos. 13205/13206, 02554/02553 and 13163/64 upto Saraigarh, Bihar.

Shri Dileshwar Kamait

67

- (xvi) Need to take measures for upliftment of weavers in Uttar Pradesh particularly in Amroha Parliamentary Constituency, Uttar Pradesh.

Kunwar Danish Ali

67-69

- (vii) Regarding problems afflicting BSNL.

Shri P.R. Natarajan

69-70

- (xviii) Regarding conversion of Ernakulam - Velankanni special train into regular train and

extension of Amritha express train upto Rameswaram.

Shri N. K. Premachandran 71

- (xix) Regarding interlinking of NH-183 near Uthamapalayam and NH-185 near Kattapana with a new bypass.

Shri P. Ravindhranath 72

- (xx) Regarding Notification of Siddharthanagar as an Agri Export Zone.

Shri Jagdambika Pal 73

- (xxi) Need to set up a maize based starch factory in Araria Parliamentary Constituency, Bihar.

Shri Pradeep Kumar Singh 74

- (xxii) Regarding development of Tourism Infrastructure in Tenkasi.

Shri Dhanush M. Kumar 74-75

- (xxiii) Need to construct an expressway from Gwalior to Tanakpur or Haldwani in Uttarakhand

Shri Mukesh Rajput 75-76

UNION BUDGET –2022-2023 – DEMANDS FOR GRANTS

Ministry of Road Transport and Highways 77-143

Shri Anto Antony 77-79

Shri Rajendra Dhedya Gavit 79-83

Shri Arun Kumar Sagar	83-90
Shrimati Riti Pathak	90-93
Dr. T.R. Paarivendhar	93-98
Shri Rajendra Agrawal	98-101
Shri Nitin Jairam Gadkari	101-143

UNION BUDGET –2022-2023 – DEMANDS FOR GRANTS

<i>Ministry of Civil Aviation</i>	144-402
Shri Ravneet Singh	145-155
Cut Motions	155-158
Dr. Mahesh Sharma	158-169
Shri S.R. Parthiban	169-172
Sushri Mahua Moitra	172-180
Kumari Goddeti Madhavi	181-183
Dr. Alok Kumar Suman	184-187
Shrimati Sarmistha Sethi	187-190
Shrimati Sangeeta Azad	190-194
Shri Sunil Dattatray Tatkare	194-197
Dr. M.P. Abdussamad Samadani	197-200
Shri Dushyant Singh	200-205
Dr. S.T. Hasan	205-206
Shri Hasnain Masoodi	206-208
Shri Rajiv Pratap Rudy	208-223
Dr. Mohammad Jawed	223-224
Shri Sudhakar Tukaram Shrangare	224-226
Shri Tapir Gao	226-228

Shrimati Locket Chatterjee	228-230
Shri Raju Bista	231-235
Shri Sangam Lal Gupta	235-237
Shri Mitesh Patel (Bakabhai)	237-238
Shri Naranbhai Kachhadiya	238-239
Shrimati Ranjanben Bhatt	239-241
Shri K. Subbarayan	242
Shri Ve. Vaithilingam	242-244
Shri Mohanbhai Kundariya	244-245
Shri Jaswantsinh Sumanbhai Bhabhor	245-248
Shrimati Riti Pathak	248-250
Shri Kuldeep Rai Sharma	250-253
Shri Janardan Singh Sigriwal	254-257
Shri Dulal Chandra Goswami	257-258
Shri P.P. Chaudhary	259-261
Shri Ravi Kishan	261-264
Adv. A.M. Ariff	264-267
Shri Bellana Chandra Sekhar	267-269
Shri Ramesh Bidhuri	269-275
Shri Devendra Singh 'Bhole'	275-277
Shri Santosh Kumar	277-279
Shri P. Ravindhranath	279-281
Shri Kaushlendra Kumar	281-284
Shri N.K. Premachandran	284-288
Shrimati Navneet Ravi Rana	288-290

Shri V.K. Sreekandan	290-292
Shri P.R. Natarajan	293-294
Shri Gopal Shetty	294-297
Shri Bidyut Baran Mahato	298-299
Shri Girish Chandra	299-300
Shri Kesineni Srinivas	300-303
Dr. Manoj Rajoria	303-305
Shri Rahul Ramesh Shewale	306-309
Shrimati Hemamalini	309-310
Shri M.K. Raghavan	310-313
Dr. D. Ravikumar	313-314
Shrimati Aparupa Poddar	314-316
Shrimati Gitaben V. Rathva	317-318
Shri Lavu Srikrishna Devarayalu	318-319
Adv. Dean Kuriakose	319-320
Shri M. Selvaraj	320-322
Dr. Thol Thirumaavalavan	322-324
Shri C.N. Annadurai	324
Shri Hanuman Beniwal	325-329
Shri Ramcharan Bohra	329
Dr. (Prof.) Kirit Premjibhai Solanki	330-333
Shri Nihal Chand Chouhan	333-335
Shri B. Manickam Tagore	335-336
Shri Shrinivas Dadasaheb Patil	337-338
Dr. Rajdeep Roy	338-341

Shri Anto Antony	341-342
Shri Ganesh Singh	343
Dr. Umesh G. Jadav	344-346
Shrimati Supriya Sadanand Sule	346-349
Dr. Nishikant Dubey	349-351
Shri Gurjeet Singh Aujla	351-353
Shri Sumedhanand Saraswati	353-355
Shri Haji Fazlur Rehman	355
Shrimati Sandhya Ray	356-357
Shri Rajmohan Unnithan	357-359
Shrimati Jaskaur Meena	359-360
Shri Kirti Vardhan Singh	360-365
Shri Su. Thirunavukkarasar	366-368
Shri C.P. Joshi	368-370
Shri Kodikunnil Suresh	371-372
Shri Devaji Patel	372-375
Shri K. Navaskani	375-376
Shri Nayab Singh Saini	376-378
Dr. Amar Singh	378
Dr. Jai Siddeshwar Shivacharya Swamiji	378-379
Shri Deepak Baij	379-380
Shri Karadi Sanganna Amarappa	381
Kunwar Danish Ali	382-383
Dr. DNV Senthilkumar S.	383-384
Dr. Pon Gautham Sigamani	384-386

Shri Adhir Ranjan Chowdhury	387-394
Shri Vijaykumar <i>alias</i> Vijay Vasanth	395-398
Shri Jagdambika Pal	399-402

OFFICERS OF LOK SABHA**THE SPEAKER**

Shri Om Birla

PANEL OF CHAIRPERSONS

Shrimati Rama Devi

Dr. (Prof.) Kirit Premjibhai Solanki

Shri Rajendra Agrawal

Shri Kodikunnil Suresh

Shri A. Raja

Shri P.V. Midhun Reddy

Shri Bhartruhari Mahtab

Shri N.K. Premachandran

Dr. Kakoli Ghosh Dastidar

SECRETARY GENERAL

Shri Utpal Kumar Singh

LOK SABHA DEBATES

LOK SABHA

Tuesday, March 22, 2022/Chaitra 1, 1944 (Saka)

The Lok Sabha met at Eleven of the Clock.

[HON. SPEAKER *in the Chair*]

[Translation]

HON. SPEAKER: Question No. 261, Dr. Subhash Ramrao Bhamre.

SHRI ADHIR RANJAN CHOWDHURY (BAHARAMPUR): Sir, I want to raise a small issue. ... *(Interruptions)*

HON. SPEAKER: Please speak after the Question Hour.

... *(Interruptions)*

HON. SPEAKER: No, Please speak after the Question Hour.

... *(Interruptions)*

SHRI ADHIR RANJAN CHOWDHURY: Sir, kindly allow me to speak for a minute. ... *(Interruptions)*

HON. SPEAKER: You are not allowed to speak during the Question Hour.

... *(Interruptions)*

SHRI ADHIR RANJAN CHOWDHURY: Sir, kindly allow me to speak for only half a minute. ... *(Interruptions)*

HON. SPEAKER: No, you are not allowed to speak during the Question Hour.

... *(Interruptions)*

DR. SUBHASH RAMRAO BHAMRE (DHULE): Hon'ble Speaker Sir, I would like to thank you for giving me this opportunity to ask this important question.

SHRI ADHIR RANJAN CHOWDHURY: Sir, kindly allows me to speak for half a minute, it is an important matter.

... *(Interruptions)*

HON. SPEAKER: Please speak after the Question Hour.

... *(Interruptions)*

HON. SPEAKER: Adhir ji, I will allow you after Question Hour. Now, please sit down.

... (Interruptions)

11.03 hrs

ORAL ANSWERS TO QUESTIONS

[Translation]

HON. SPEAKER: Question No. 261, Dr. Subhash Ramrao Bhamre.

(Q. 261)

DR. SUBHASH RAMRAO BHAMRE: Hon'ble Speaker Sir, I would like to thank our Hon'ble Prime Minister Modi Ji as he has launched many schemes for the weaker sections of the society under 'Sabka Saath, Sabka Vikas, Sabka Vishwas and Sabka Prayas'. The Government has implemented many scholarship schemes for the benefit and welfare of SC students, but we have seen many times that genuine SC students, particularly in rural areas do not get to know about them due to lack of awareness and resources and they are not able to avail the benefit of these scholarships. In this context, I would like to ask the Hon'ble Minister, the steps taken by the Government, under which awareness programs may be conducted in schools and colleges so that they are made aware about these schemes to get benefitted from them.

[English]

SHRI A. NARAYANASWAMY: Sir, I was just listening to the question of the hon. Member. He is asking about, the awareness, and the actions taken by the Government of India.

Before going to that point, let me inform the House that there are scholarship schemes – Pre-matric scholarship scheme and Post-matric scholarships.

Before 2021, the Government of India used to give only 10 per cent of scholarships for every State. No State was giving proper scholarships to their students. But our Prime Minister has made a special reform in these scholarships. Now, we are giving scholarships to all the States in the ratio of 60:40. We have made a plan for Rs. 59,348 crore for five years.

Now, the Government of India is committed to give Rs. 35,534 crore for this scheme till 2025-26. We have developed one portal. During the pandemic, though the portal was not updated, we paid Rs.9,400 crore worth arrears to all the States. At the same time, when we did not receive any application from the States, we deputed a number of officials from our Department to visit the States and get detailed reports from them. This year, we have earmarked Rs.866 crore for this purpose and around 40 lakh students have benefited out of this.

DR. SUBHASH RAMRAO BHAMRE: My second supplementary to the hon. Minister is, what steps are being taken by the Government to streamline the process of application and disbursement to encourage more students to avail the scholarship under the scheme.

SHRI A. NARAYANASWAMY: As I have stated, our officers have visited the States and have meetings with the Departments of Education and Social Welfare. Through the portal, that we have developed, the students can upload their details. We advertise the same in all the newspapers.

SHRI N. REDDEPPA: Sir, currently, every year financial assistance worth Rs. 18,000 is being awarded to students to pursue any post-matric course. I would like to know from the hon. Minister, in the light of increased educational fees and the living expenses as a result of COVID-19 pandemic, whether the

Government plans to increase the financial assistance from the next academic year; and if yes, the details thereof.

SHRI A. NARAYANASWAMY: Sir, it is a common phenomenon for all the States. For the degree and postgraduate level professional courses, we are giving scholarships worth Rs.13,500 to the hostelers, and Rs.7,000 to the day-scholars. For Group-II professional courses, leading to degree and diploma certificates, we are giving Rs.9,500 to the hostelers and Rs.6,500 to day-scholars. For those students who are not covered in Group-I and Group-II professional courses, we are giving Rs.6,000 to the hostelers and Rs.3,000 to day-scholars. For Group-IV, post-matric courses, that is non-degree courses we are giving Rs.4,000 and Rs.2,500 respectively.

HON. SPEAKER: Shri T.R. Baalu.

AN HON. MEMBER: He is speaking every day, Sir.

HON. SPEAKER: Your number is cut.

SHRI T. R. BAALU: Sir, the Government of Tamil Nadu, under the sagacious leadership of Dr. M.K. Stalin, has launched a new scheme, irrespective of caste or creed, to extend Rs.1,000 per month financial assistance to all the students who are pursuing university education. In the same way, will the Government of India come forward to extend financial assistance in the form of scholarship to under-privileged OBC students along with the Scheduled Caste and Scheduled Tribe students to pursue the professional studies?

SHRI A. NARAYANASWAMY: Different States have their own scholarship schemes. In Karnataka, students are being given Rs.1,550 per month. Andhra Pradesh has got some other scheme. Similarly, Tamil Nadu has a different scheme. We have a common phenomenon for all the States in the

country. Whatever I have stated just now, is the common policy in the country that we are following.

SHRI KODIKUNNIL SURESH: While there are several scholarship schemes to ensure the education of Scheduled Caste students, there are no institutional arrangements to prevent their drop out from various institutions. In this regard, I would like to ask the hon. Minister, through you, whether the Government has any data available with regard to increased dropping out of the Scheduled Caste students from various educational institutions due to harassment, as also delay in getting the scholarships, abusing by the teachers, and forcing them to leave the course. Has the Government further noticed the delay caused by the institutions in processing scholarship applications and their disposal, which causes unnecessary hardships to the students?

SHRI A. NARAYANASWAMY: Sir, we have not received such statistics from the Government of India. ... *(Interruptions)* Nobody will have such type of statistics. ... *(Interruptions)* It is the duty of the State Government to get such types of statistics. ... *(Interruptions)*

[Translation]

HON. SPEAKER: Hon'ble Member, the question was related to scholarship in Maharashtra and the subject of drop out comes under the Ministry of Education. If you had raised a valid point, I would have been valid, I would have definitely given direction to the Hon'ble Minister, but this subject of scholarship was limited to Maharashtra only.

Hon'ble Member, I take care of everything. It is my responsibility to protect you.

... *(Interruptions)*

HON. SPEAKER: Question No. 262, Shri Dilip Saikia.

(Q. 262)

[Translation]

SHRI DILIP SAIKIA: Sir, first of all I would like to thank the Hon'ble Prime Minister. In India, a target of 22 million metric tonnes of fish production has been set by the year 2025-26 under the Pradhan Mantri Matsya Sampada Yojana (PMMSY). We have so far achieved a target of 15 million metric tonnes. I would like to know from our Hon'ble Minister of Fisheries, Animal Husbandry and Dairying that in our budget from the year 2015-16 to 2019-20, Rs 2577.49 crore was earmarked, but I would like to give an example that in Assam, in North East region, 80 crore rupees were allocated for fisheries development and production. Approximately 16 crore and 71 lakh rupees only have been spent there. In fish production, our country is moving towards a self-reliant India. Whether the Hon'ble Minister proposes to set up a monitoring system for the Central Scheme in all the departments for fisheries and dairies development?

SHRI PARSHOTTAM RUPALA: Sir, the Hon'ble Member has asked about the amount spent out of the Rs.80 crore allocated by the Government of India in Assam under the Matsya Sampada Yojana. We have that figure also, but he wants to know the system of its monitoring by the Government of India? We regularly consult at the level of Secretary, Government of India with the States, obtain data of our ongoing projects from the States, ask for Utilisation

Certificate (UC) from them and only after getting UC, we release the next instalment to the States. We are also monitoring them.

SHRI DILIP SAIKIA: Sir, once again I would like to thank the Hon'ble Prime Minister of the country and the Hon'ble Minister.

Sir, in the financial year 2022-23, Rs 6707.31 crore has been allocated, which is a 44 percent increase from the previous financial year. Out of the total amount sanctioned and approved, for its 100% utilization, share allocation for our North-East region is below 5%. As it is 10% of the total outlay of the General Budget, in the same way more than 10% should be allocated for the North-East region. Whether you would make any arrangements in the future for a State like Assam, where there is a lot of potential for fish production?

SHRI PARSHOTTAM RUPALA: Hon'ble Speaker Sir, I agree with the point of the Hon'ble Member that the utilisation is less in comparison to the allocation in the North-East region. The cost increases there in some Schemes due to the hilly terrain. We are getting the study done on behalf of the Central Government to make it cost effective. There is no upper ceiling in the Matsya Sampada Yojana. If the State Government submits more Project proposals, then there are possibilities of sanctioning more funds for this.

SHRI RAMESH CHANDER KAUSHIK: Hon'ble Speaker Sir, I would like to thank you for giving me this opportunity to ask a question.

Sir, at present the rate of fish productivity in Haryana is 9.6 MT per hectare per year as against the national average of 3.5 MT. This shows that the farmers of the State are inclined towards fisheries. Hon'ble Prime Minister's dream is to double the income of the farmers. This sector can contribute immensely in that direction.

Sir, I want to ask from the Hon'ble Minister the number of fisheries units in Haryana which are operational and also about closed units. Whether the Government proposes to provide any kind of financial assistance to restart the closed units? Please give details of the schemes being run by the Central Government to spread the awareness among farmers to promote fish production in Haryana.

SHRI PARSHOTTAM RUPALA: Hon. Speaker Sir, Hon. Member has asked a question regarding Haryana. Through you, I would like to inform him that projects worth Rs 159.99 crore have been approved in Haryana so far. The Government of India has also released of 32 crore rupees. Without naming the schemes, I would like to tell you that the Agriculture Minister Shri Dalal ji of the State met me and told that there is saline water, alkaline water in some areas. An effort was made to produce fish in alkaline water in the same area.

Sir, if you allow, I would like to share an incident regarding this for the information of all.

HON. SPEAKER: Please tell in brief.

SHRI PARSHOTTAM RUPALA: Sir, I will take one minute. There is a village in Sirsa district, where Dharmendra Singh S/o Shri Jagjit Singh lives. He is a farmer. He has 2.5 acres of land. He did stocking there by investing three lakh rupees. He bought stock from Venturi in Andhra Pradesh and Puducherry. He stocked on 17th of April and in four months he harvested on 26th of August. He got 11 tonnes in 130 days of work. I think, the farmers can adopt such alternatives, in the areas where the crops cannot grow, to increase their income.

[English]

DR. KAKOLI GHOSH DASTIDAR: Thank you, hon. Speaker Sir, for giving me this opportunity. Through you, I would like to ask the hon. Minister whether he is aware that the cow feed, *[Translation]* The price of cow's *Bhusa* has increased a lot. Before the Corona period and even now its price has increased a lot *[English]* One milch cow consumes Rs. 2,100 worth of *bhusa* every week.

Now, its price has gone up to more than Rs. 4,500. So, the farmers, who are having the milch cows, are finding it very difficult to feed them. Some of them are leaving the cows on roads without any food. The marginal farmers are also finding it very difficult. *[Translation]* It has become very difficult to maintain a cow rearing , because the price of *bhusa* has increased a lot. *[English]* So, is the Government thinking to subsidize the feed for cows?

[Translation]

HON. SPEAKER: The Government will hardly control the price of *bhusa*.

DR. KAKOLI GHOSH DASTIDAR: With the increase in the price of *bhusa*, the price of milk will also increase. Children suffer a lot because of not getting milk.

SHRI PARSHOTTAM RUPALA: Hon. Speaker Sir, I appreciate the concern of the hon. member. Small and medium dairy farmers are facing problems due to the rising cost of fodder. The question was related to the fisheries. But I would like to tell you that due to the vision of our Hon. Prime Minister, the 50 percent subsidy scheme for making fodder is still in force. We are providing it through Animal Husbandry Department. You motivate the farmers for that, add them to it and take the benefit of 50 percent subsidy of the Government of India and engage in the work of making fodder. Fodder is of two types. Green fodder and

dry fodder. Dry fodder and green fodder are seasonal, by mixing both of them like *Achar*, one can preserve it for a long time and its cost can also be reduced. One can make efforts to get benefits of it. I would like to tell all the Hon. Members that there is a scheme for the cattle rearers. You should get information about this and should aware others. The small farmers should take benefit of it and should work in this direction. The Government of India has enough funds to approve all the requests from the State Governments.

SHRI ADHIR RANJAN CHOWDHURY: Sir, whether the *achar* will be sour or sweet, it is not known, but Bengal is identified with fish. As is Kerala, so is Bengal. In Kerala, fish is called *Meen*, in Bengal it is called *Maach*, and everywhere else it is called *Machhali*.

Sir, the 'Blue Revolution' is being talked about. The 'Blue Revolution' in India was started in the Seventh Five Year Plan during the nineties. Hiralal Chowdhury, who belonged to Bengal, and Arun Krishnan, both are considered fathers of the 'Blue Revolution'....(Interruptions)

HON. SPEAKER: What is your question?

SHRI ADHIR RANJAN CHOWDHURY: Sir, the question is that it has two aspects. I am surprised to see that there is no mention of Bengal in the answer. There is no scheme for Bengal so that Bengal could get some funds.

I am surprised to know, so I want to know from the Hon. Minister. The other aspect is that there are boat owners, fishermen, fish vendors and fish workers. Whether the Government proposes to give identity cards to fish workers or not?

SHRI PARSHOTTAM RUPALA: Sir, when Hon. Chowdhury Sahib stands up as the Leader of the Opposition, I would like to take his questions very

seriously. He only read the answer and said that Bengal has no place in it. Sir, he should have read the question also. The question is limited in scope. Hon. Members have asked Haryana-centric questions and their answers have been given in detail. Whatever schemes related to Bengal, the Government of India is having and not only of my department, but all the schemes of the Government of India are for all the States. If you give a separate notice regarding Bengal, I will answer all the questions of yours in detail.
...(Interruptions)

SHRI MITESH PATEL (BAKABHAI): Hon'ble Speaker Sir, through you, I would like to know from the Hon. Minister whether there is credit card facility for fishermen and animal husbandry farmers on the lines of the credit card facility for farmers or not? If so, the number of credit cards given to fishermen and Animal Husbandry Farmers in India so far?

SHRI PARSHOTTAM RUPALA: Hon. Speaker Sir, a very important question regarding Kisan Credit Card has been asked by Hon. Member. Through you, I am happy and proud to inform the House that after independence, the biggest scheme for the cattlemen and fishermen, if any, has been announced by our Hon. Prime Minister, it is Kisan Credit Card. Farmers get an amount of up to three lakh rupees through KCC and they are also given interest subvention by the Government of India. Similarly, KCC is also available for cattle rearers and fishermen. On behalf of RBI, we have sensitized all the officers of all the States up to the district level. I request to all the Hon. MPs in this regard, because the Government of India is making the effort to connect the animal husbandry and fishermen with the bank and to take and give institutional credit. Kindly cooperate the ordinary people to get institutional credit from the lead banks of

the district in your respective parliamentary constituencies by meeting the district officials. This is in process.....(*Interruptions*)

SHRI ADHIR RANJAN CHOWDHURY: Sir, State-wise and scheme-wise details have been given. There are 31 States. ... (*Interruptions*)

SHRI PARSHOTTAM RUPALA: If I have any misunderstanding, I will accept it, there is nothing for us to be argued about. We will regret if there is any misunderstanding. (*Interruptions*)

[*English*]

SHRI HIBI EDEN: Sir, the global climatic conditions have adversely affected the fisherfolk of our country. Rise in temperatures and increase of salt content in the ocean have given rise to a new phenomenon called the fish famine. The traditional fish we use to consume like sardines are not available in the oceans and seas.

I want to know whether any study related to this has been conducted. The Central Marine Fisheries Research Institute (CMFRI), a state-of-the-art institute is situated in my constituency. Are we utilizing these Central Government institutes to conduct a study adopting a scientific approach in this regard? Or, is the Government going to declare some kind of packages for the fishermen community whereby these traditional fish, which we use to get in our oceans are retained so as to boost our economy in that way.

[*Translation*]

SHRI PARSHOTTAM RUPALA: Hon'ble Speaker Sir, Hon'ble Member has asked a very good and concerned question. Due to over exploitation of fish in the sea and climate changes, there is a huge decrease in its production. As

you mentioned, we have launched a very big program for river ranching this time and for the first time the work of river ranching has been done. Although the State Governments used to do this, but for the first time the Government of India has given a mandate to NFD with a provision of Rs 11 crore that we will do river ranching in the entire rivers and in the coastal areas. There the Government of India has started work to increase its productivity and to make necessary quantity of fish available to the traditional fishermen.

HON. SPEAKER: QUESTION NO. 263, SHRI C.N. Annadurai.

(Q.263)

[English]

SHRI C.N. ANNADURAI: Hon. Speaker, Sir, it is the responsibility of the Government to provide and distribute quality seeds to the farmers. In this context, I would like to ask the hon. Minister the quantum of financial assistance provided to Tamil Nadu for production and distribution of these seeds under various Central schemes in the last one year.

Secondly, I would also like to know about the steps taken by the Government to expand the seed distribution centres for providing improved varieties of seeds to the farmers in Tamil Nadu. Thank you.

[Translation]

SHRI KAILASH CHOUDHARY: Hon'ble Speaker Sir, Honorable member has asked a question related to seed. Continuous efforts are being made by the Government of India to increase the income of the farmers in the coming times and to ensure that high quality seeds are made available to the farmers, and then the high quality seeds reach the consumers. For this, work is done to take seed banks, certified seed banks, founder seeds and other seeds to the

farmers. Although it is directly a matter of the State and the State itself has to supply them seeds, but the Government of India supports it.

He has specifically asked about Tamil Nadu, so we have made Rs 73.84 crore available to Tamil Nadu in the last four years under various schemes like Seed Village, Seed Infrastructure, National Seed Reserve and Quality Control. Under this, many of our schemes are going on. Our Seed Village program is going on under the Sub-Mission on Seeds and Planting Materials. Certified seed production also runs inside it. Under the National Food Security Mission, we make them available in pulses and oil seeds also on the basis of seed subsidy. Under the RKVY National Agriculture Development Scheme, the Government of India fully supports the states to provide seeds as per their requirement to all the states across the country through the scheme on the basis of the proposals received from the States.

[English]

SHRI DHANUSH M. KUMAR : Hon. Speaker, Sir, majority of farmers in my constituency are using old variety seeds for rice cultivation. However, the Union Government is not providing subsidy on seed varieties which are more than ten years old. I would like to ask the hon. Minister whether the Union Government will extend subsidy to seeds of all varieties.

At the same time, subsidy is given to farmers for procurement of seeds. However, most of the small farmers and those below the poverty line are not given subsidy on seeds. In this context, I would like to know from the hon. Minister the steps taken to extend this facility to all farmers. Thank you.

[Translation]

SHRI KAILASH CHOUDHARY: Hon'ble Speaker, there are many varieties which are very old. Some varieties are in demand by the farmers and some are not. The Government of India is definitely making efforts for food security in view of the high amount of zinc, iron and boron in the biofortified seeds. The new seeds developed by the scientists of ICAR should be of high-yield as well as of better quality and reach the farmers, with this view; the government is continuously making efforts.

The Government supports the varieties of seeds which are less than ten years old. I would also like to tell that in pulses and oilseeds, if there is variety of seeds up to 15 years old or less, then the Government gives support through subsidy in that too. Apart from this, if the States feel that there is a special crop which is produced by the farmer and for which the farmers need the support, then they have to specifically tell that. In such cases State Governments send proposals to the Government of India, then under the RKVY a provision has been made to give permission to the variety of seeds older than of 10 years. In this, there is a provision for new varieties that up to 20 percent of them can be used, but, if more than 20 percent is required, then in that case permission is required from the Government of India and the State Governments under the RKVY scheme can also be a part of the project.

SHRI SYED IMTIAZ JALEEL: Hon'ble Speaker Sir, today the farmer of the country is looking towards Minister of Agriculture. Two million tonnes of ammonia was imported last year from Russia and Ukraine. 10-12 percent fertilizer is imported from Russia and Ukraine. This year, the production of fertilizers has decreased in our country, because neither potash and ammonia

are coming to us from Russia and Ukraine, nor are they able to supply these fertilizers.

Hon'ble Speaker sir, under such circumstances, on behalf of the farmers, we would like to request through you, that the Government should assure the farmers of this country that there will be price control and regular supply of fertilizers, pesticides or seeds. I come from Maharashtra, today the Minister of Agriculture from Maharashtra has passed the buck to the Government of India and asked the central Government to supply the fertilizers to the State. We want to know about it from them.

Another important issue is that many companies have started such a business for the farmers that if they have to take a bag of fertilizer, then they have to take some other product along with it. It has been made mandatory and poor farmers are forced to take it. ... *(Interruptions)*

HON. SPEAKER: He is not the Minister of Fertilizers; he is the Minister of Agriculture.

... *(Interruptions)*

SHRI SYED IMTIAZ JALEEL: We request the Honorable Agriculture Minister to bring a law in this regard.

SHRI KAILASH CHOUDHARY: Hon'ble Speaker, the Hon'ble Member has expressed concern about the fertilizer. Thanking the Prime Minister Hon'ble Narendra Modi, I can definitely say that earlier the subsidy of Rs.600 was given in the bag which was of Rs.1200. Today, when the rates of Fertilizer DAP and Urea are increasing and the rate of fertilizer bag is around Rs.4200, but by giving a subsidy of Rs.2600, even today that bag is being made available to the farmer for Rs.1200 only. This Government is subsidizing the

cost of two bags. It is the Prime Minister's foresight and commitment towards the farmers that despite the fertilizer being so expensive, arrangements have been made to provide cheap fertilizers to the farmers and in the future also, Narendra Modi's Government will not let any kind of injustice to the happen to the farmers. Whenever fertilizer is needed, it has to be brought from anywhere, we will provide fertilizer to the farmers.

HON. SPEAKER: Hon'ble Minister, all of you should answer in brief.

[English]

SHRIMATI SUPRIYA SADANAND SULE: In the reply, the hon. Minister has said that there is extensive research going on in the field of seeds. *[Translation]* Today, due to climate change, we all are seeing in our Parliamentary constituencies that whether it is rain, temperature, all these have changed and because of this there has been a difference in the production. In my own constituency, there is a KVK, which you have given first prize in the country, along with the National Institute of Abiotic Stress Management. *[English]* Are there new innovations that you want to do for trials? What is the Government's view especially in vegetables because this is a Government of India Institute? *[Translation]* As in Bt cotton earlier it was said that it is not good and causes cough. Many people innovated and its importance came to be known. *[English]* Is the Government open for new trials in seeds for vegetable growth and innovation?

[Translation]

SHRI KAILASH CHOUDHARY: Hon. Speaker Sir, continuous efforts are being made. Our scientists have released many new varieties which are of high quality and yield as well. There are also many such varieties which were not

available in our country. In fruits and vegetables, the variety of foreign and native crops have been prepared. I am glad to inform that 5800 varieties have been developed in the country till date and out of these 1575 varieties have been developed by ICAR in the last seven years. There are about 288 varieties of horticulture, which also includes crops. There are 18 varieties of spices, 29 varieties of seed spices and 46 varieties of tuber crops. This is a continuous sustainable process and we are striving to provide new varieties to the farmers.

HON. SPEAKER: Question No.264, Shri Ramdas Tadas.

(Q. 264)

SHRI RAMDAS TADAS: Hon. Speaker Sir, I would like to thank the Prime Minister of the country, who has requested all the MPs to organize the MP Sports Festival. Promising players can be groomed from this activity. Being a Wrestler myself, I want to say that the golden era for all the players has started during the tenure of the Prime Minister.

Sir, through you, I would like to know from the Minister that whether the Union Government is thinking of appointing a nodal officer in every district under the 'Khelo India' programme to encourage the sportspersons of rural and small towns and to provide all the necessary information about the policies and Sports schemes of the Central Government to the sportspersons so that the information about the sports schemes of the Central Government can be provided at the district level?

SHRI NISITH PRAMANIK: Hon. Speaker Sir, through you, I would like to inform the Hon. Members and the entire House that the aim of the Hon. Prime Minister is to find the way to make India progress more in the sports sector and

how to take-up the sports infrastructure. For this, the Sports Ministry of India is constantly endeavoring to find the means through which the aim of the Prime Minister can be fulfilled. By the year 2026, there is an aim to set up 1000 Khelo India Centers across the country. So far, 478 Khelo India Centers have been established in the country. A total 247 academies have also been covered under Khelo India scheme so far and the players mostly from small towns and rural areas join there. There is a Khelo India Centre in the constituency of Hon. MP also in which training for boxing is imparted as well. The Hon. Member has raised a question whether a district level nodal officer will be appointed or not? I would like to say that we all know that sports is a matter in the States List. If a Nodal Officer is appointed, he/she can be appointed through the states only. But the Central government is always committed to stand with the State Governments for the development of sports in the States.

SHRI RAMDAS TADAS: Hon. Speaker Sir, players come from rural areas as well as small towns, but their home conditions are not good. There are some Institutions in the cities, For example the Eklavya institution in my parliamentary constituency, have sent a girl to learn archery at the international level. She has also received a gold medal. So, my second question is ,what can we do to assist the sportspersons coming from rural areas and what assistance can be provided to sports organizations by the Central government?

SHRI NISITH PRAMANIK: Hon. Speaker Sir, I would like to inform that just as he talked about the development of sports sector, the way in which rural area should be developed, Similarly, the respected Prime Minister is working with a missionary zeal to develop the Infrastructure all over India.

So far, about 289 new schemes have been started with an amount of nearly Rs.2,397 crore, and Rs 1000 crore out of this has been allocated so far. Along with that, there are many such schemes, through which we can promote the sportspersons in rural areas. Be it instruments, or other items required for sports, we provide these things. There are many schemes for such things.

HON. SPEAKER: Hon. Members, I am very glad that most of the Hon. Members want to ask questions on this important subject. In view of immense interest of Hon. Members in the sports event, I will talk with the Hon. Minister next week and get the said subject discussed in detail.

Question numbers 265 and 274 are clubbed together.

(Q. 265 and 274)

[Translation]

SHRI RAM KRIPAL YADAV: Hon. Speaker Sir, I come from Bihar and people in Bihar are still dependent on agriculture, 80 percent of the population is still dependent on agriculture. Everything is produced there. There is no industry in Bihar, because of which Bihar is still lagging behind.

HON.SPEAKER: What is your question?

SHRI RAM KRIPAL YADAV: Sir, before I put my question, let me express my pain. You must have heard that the demand to give special status to Bihar is always raised, because we are not in a position to take Bihar forward and develop it. Through you, I have raised a question in this regard from the ground.

HON. SPEAKER: You may ask the question.

SHRI RAM KRIPAL YADAV: Sir, I want to know about this Pradhan Mantri Kisan Sampada Yojana, we express our gratitude to the Hon. Prime Minister,

who takes care of the farmers and has implemented such schemes to address the concerns of the farmers in the country. I am sorry to say that the reply given by the Minister is not satisfactory, though he is also from Bihar, from a poor family, he has faced poverty very closely, but this answer is not satisfactory. Let me share with you that the reply to the question has given details of many states. It also has details of Bihar. Regarding the number of completed projects in Bihar, zero is mentioned. Regarding the number of Mega Food Park also, zero is written. Zero is also written in the column for food testing laboratories. In the column of showing integrated cold chain, there is mention of three only. The figure of many states is very high.

HON. SPEAKER: What is your original question?

SHRI RAM KRIPAL YADAV: Sir, I am coming to the original question itself.

HON. SPEAKER: Kindly come to the original question. You sit for a minute.

Hon'ble Member, this is Question Hour. If you would take 10 minutes preparing the background of the question in the question hour and then if the Hon'ble Minister answers for 30 minutes, then what will happen to the questions of other Hon'ble Members? Kindly don't go into details . Ask the question directly.

SHRI RAM KRIPAL YADAV: Sir, I am coming to the question. Hon'ble Minister has said in his reply that Pradhan Mantri Krishi Sampada Yojana is not region or State specific, but it is based on demand. Through you, I would like to know from the Hon'ble Minister as to how many proposals for Mega Food Parks, Mini Food Parks, Integrated Cold Chains and Food Testing Laboratories have been received from Bihar Government for approval and how many proposals have been sanctioned by the central Government.

SHRI PASHUPATI KUMAR PARAS: Sir, there are total 10 sanctioned Projects in Bihar, in which there are two Mega Food Parks, one each in Khagaria and Muzaffarpur. There are six cold chains. There is one unit of Mini Food Park and its total project cost is Rs. 351 crore and the sanctioned grant is Rs.110 crore. Of these, four projects have been completed, three are cold chain units. There are two Mega Food Parks, out of which, one is operational in Khagaria and other one in Muzaffarpur has just been approved. That project is at the initial stage.

SHRI RAM KRIPAL YADAV: Sir, through you I would like to know from the Hon'ble Minister that as you have said in your reply, Khagaria Food Park has been approved. It was approved in the year 2014, but despite the eight years time, till date, it has not been completed. This is number one and he has mentioned about other Food Parks in Gaya, Begusarai, and Muzaffarpur.

Sir, through you, I would like to know that if one scheme took eight years to complete after the Government approval, then, in how many years the rest of the Schemes will be completed and whether they will be completed at all or not? What will happen to Bihar?

SHRI PASHUPATI KUMAR PARAS: Sir, there is a due process and approval has been given as per the process. As far as the Hon'ble Member has mentioned about Khagaria, 85 percent work has been completed there and one unit has already started operations in it. In the case of Muzaffarpur, approval has been given just a week ago.... *(Interruptions)* Gaya unit belongs to Bihar Government. Ram Kripal Babu, the unit in Gaya does not belong to the Central Government; it belongs to the State Government. ... *(Interruptions)*

HON. SPEAKER: Today is Bihar foundation day. Bihar is a great land of culture and spirituality, which has given a wide range of skills. That's why Bihar can never be backward. Even today, the maximum number of youth in the country belongs to Bihar in terms of intellectual capacity.

Shri Rajendra Agarwal ji.

SHRI RAJENDRA AGARWAL: Thank you sir.

I completely understand the agony of Hon'ble Ram Kripal ji. Uttar Pradesh is also a big state. Uttar Pradesh is the largest state in terms of population. There is not a single Mega Food Park in Uttar Pradesh. My first question is whether some proposals have been received from there which are pending approval? My another question is whether the Hon'ble Minister has any plan to utilise the budget fully as very little of the available budget has been utilised.

SHRI PASHUPATI KUMAR PARAS: Hon'ble Speaker Sir, a total of 65 Projects have been sanctioned for Uttar Pradesh, including 25 Cold Chains, 4 Mini Food Park, 22 Units and 9 Labs. Its total Project cost is Rs 1257 crore and the sanctioned grant is Rs 348 crore. Of these, 43 projects have been completed including 17 Cold Chains, 2 Mini Food Parks and 13 Units. The Mega Food Park has been closed by the Central Government, so there is no Mega Food Park in Uttar Pradesh at present.

HON. SPEAKER: Shri Anubhav Mohanty.

SHRI ANUBHAV MOHANTY: Hon'ble Speaker Sir, through you, I would like to know from the Hon'ble Minister whether the Mini Food Parks are being funded partially from the Agriculture Infrastructure Fund of India or fully funded by the

Union Ministry. Sir, this is my first supplementary question. If so, I would like to have the details.

SHRI PASHUPATI KUMAR PARAS: Hon'ble Member, what was your question? I didn't hear it. Kindly repeat the question.

SHRI ANUBHAV MOHANTY: Sir, I would like to know from you whether the funds are going to be given from Agriculture Infrastructure Fund of India for setting up mini food parks or there will be some partly percentage system, like you want to share it with the States? What arrangements have you made for that? If you have made any arrangement, kindly provide its details.

SHRI PASHUPATI KUMAR PARAS: Hon'ble Speaker sir, there are 12 sanctioned Projects in Odisha. There are two Mega Food Parks, four Cold Chains and two Units. Its total Project cost is Rs 460 crore. The Central Government provides the subsidy for Mini Food Parks and it is funded by NABARD. There are total 8 Projects in this. There are one Mega Food Park, three Cold Chains and two Units.

HON. SPEAKER: Shri Hasnain Masoodi.

... (*Interruptions*)

SHRI ANUBHAV MOHANTY: Sir, my second supplementary is whether the Central Government or the Ministry has made any arrangement or is planning to set up a Mini Food Park in Odisha i.e. in my Constituency Kendrapara in the future? If so, by when it will be completed and if not, would you ensure that it is done in the tenure of 17th Lok Sabha itself.

SHRI PASHUPATI KUMAR PARAS: Hon'ble Speaker Sir, if there is any application received from the State Government, then it will be considered.

SHRI HASNAIN MASOODI: Approximately three crore metric tonnes of dry fruits are produced in Jammu and Kashmir. Every variety of apple, pear and gilias is produced here. So far commercial processing is not more than 5% of the total production and also there is no arrangement for any Food Park or Mini Food Park. We also have another problem here, as the production is exported and sometimes, when the NH-44 road is closed, it gets stuck at the same place. There is a scope for making food concentrate and also for food processing. Whether there is any Scheme proposed specifically for Jammu and Kashmir under PMKSY? Food Parks, Cold Chains or commercial processing should be promoted here also and efforts should be made for the same.

SHRI PASHUPATI KUMAR PARAS: Hon'ble Speaker Sir, whenever the application is received, it will be considered by the Government.

HON. SPEAKER: Dr. G. Ranjith Reddy - not present.

Shrimati Kavitha Malothu - Not present.

(Q. 266)

[English]

DR. KALANIDHI VEERASWAMY: Sir, there are three types of representatives of people in the country. One is the Members of Parliament; the other is the Members of Legislative Assembly; and the third is the representatives of people elected to the Local Bodies. Fortunately, we have salaries for the Members of Parliament and the Members of Legislative Assembly whereas we do not have salaries for the elected representatives of people of the Local Bodies. This can cause a lot of hardship to those who are elected. Probably, it

is unfair to expect the elected representatives of people of Local Bodies to serve for free.

So, can the Government consider having a salary structure for the people elected to the local bodies also? It can be either partly by the Centre or partly by the State Government, but if a provision can be made for that, I think, it will benefit the local bodies and the performance of the local bodies will become much better.

[Translation]

HON. SPEAKER: Stop the salaries of MPs and MLAs as well.

... (Interruptions)

SHRI KAPIL MORESHWAR PATIL: The question regarding payment of salaries, asked by the Hon. Member is related to the States. The State Government can pay the salary if it wants. The Central Government has no such *... (Interruptions)*

HON. SPEAKER: Is it salary or allowance? This is not called salary.

... (Interruptions)

SHRI KAPIL MORESHWAR PATIL: Sir, Honorarium is given....
(Interruptions)

HON. SPEAKER: Yes, that is correct. Please make it clear. Hon. MP is not clear about it. You clearly tell that it is honorarium.

... (Interruptions)

(Q. 267)

[Translation]

DR. NISHIKANT DUBEY: Hon. Speaker Sir, it is fact that the Hon. Prime Minister has done a great job to promote indigenous sports. Especially the four indigenous games – Malkhamb, Klaripayattu, Gatka and Thang-Ta have been included. Hon. Speaker Sir, my basic question is only and only about Jharkhand that there is two tribes are very important in Jharkhand - one is 'Santhal', from which Sunil Soren sahib is MP here, earlier there was Thomas Hansda Ji. The second tribe is 'Ho', from which Shrimati Geeta Kora ji is present here. The two sports – Kati and Sikour belong to these tribes. I have not got any answer about these in the whole reply. It is true that sports is a State subject. But Article – 275 of the Constitution says that the Central Government has full responsibility for the regions which are in Schedule-5 and Schedule-6. Through you, I have this question to the Central Government as to what efforts are being made to promote 'Kati' and 'Sikaur' games which belong to 'Santhali' and 'Ho' tribes and which are a great reflection of connecting these tribals with the country? What efforts are being made by the Government under Article-275 by not leaving this responsibility on the State?

SHRI NISHITH PRAMANIK: Hon. Speaker Sir, the Hon. Member has raised a very important question. Nishikant ji is a very senior Member of Parliament and has asked a very important question. It is very much connected with our emotions, so I would like to reply in detail. Out of all the indigenous sports, games, the federations of the four games i.e. Malkhamb, Klaripayattu, Gatka and Thang-ta, have been recognized. Whether it is a North-Eastern State or a Southern State, all have their indigenous games. Even we, who come from rural areas, also play our regional sports, our indigenous sports in our childhood. Many of the MPs here come from rural areas. Whether it is gilli-

danda or any other regional game, we have an emotional attachment with it. There are many such sports, which are also useful for our self-defence and there are many such sports, which reflect our traditions and culture.

11.59 hrs

(Shri N. K. Premachandran *in the Chair*)

Hon. Member has mentioned the two games - Kati and Sikour. Sir, if these sports fulfill the parameters of Indigenous Games, the Ministry of Youth Affairs and Sports will definitely take a decision there on this at the appropriate time.

12:00 hrs

DR. NISHIKANT DUBEY: Hon. Chairperson Sir, the reply of part 'C' of the question that the Ministry promotes indigenous sports and other sports through Sports Authority of India and National Centre of Excellence. The condition of Jharkhand is very bad. The Government of the State is not concerned about sports at all. Recently, you would have seen that the players of the women's hockey team who went there to play, did not even have good shoes on their feet. The Government of India later provided the same.

Sir, through you, I would like to ask a question to the Government that a very nice stadium has been built in Deoghar by the Central Government at a cost of Rs.25 crores. I have been writing letters continuously for the last seven years. The team of Sports Authority of India has been visiting there regularly. Whether the Government of India along with the State Government have any proposal to set up a centre of Sports Authority of India at Deoghar by reviving the defunct stadium as it is central fund and the Hon. Prime Minister has

provided Rs 25 crores? The details of the report of the Sports Authority of India team which visited there? It would be great if you reply about it.

SHRI NISHITH PRAMANIK: Hon. Chairperson Sir, through you, I would like to tell the Hon. Member that we had demanded from the States about the details of the infrastructure which have to be developed by them throughout the year. Hon. Minister of Youth Affairs and Sports Shri Anuraj ji also sent a letter to the Sports Ministers of every State. I also tried to talk to the Sports Ministers of every State.

12.01 hrs

(Hon. Speaker *in the Chair*)

Hon. Speaker Sir, no proposal has been received from West Bengal also for infrastructure development. Being a neighboring State, no proposal has been received from Jharkhand as well. I think, the neighbour should adopt the best practices of the neighbours. Odisha is also their neighbour, it should also be seen.

HON. SPEAKER: Hon. Minister, keep an eye on time as well.

SHRI NISHITH PRAMANIK: Hon. Speaker Sir, I would like to tell Shri Nishikant Ji that no proposal has been received so far in my tenure. If any proposal has been received from the State, I definitely assure that it will be decided in due course.

***WRITTEN ANSWERS TO QUESTIONS**

(Starred Question Nos. 268 to 273 and 275 to 280

Unstarred Question Nos. 2991 to 3220)

* Available in Master copy of Original Version of Debate, placed in Library.
You can also visit <https://sansad.in/ls/questions/questions-and-answers> for more information.

[Translation]

HON. CHAIRPERSON: Hon. Members, I have received the notices of adjournment motion by the following Members on various issues. But the names of the Hon. Members who move adjournment motion everyday will not be read out next time. Shri T. N. Prathapan, Shri Hanuman Beniwal, Shri Kodikunnil Suresh, Shri Adhir Ranjan Chowdhury, Adv. A. M. Ariff, Shri Gaurav Gogoi, Shri Manish Tewari, Shri B. Manickam Tagore, Shri Hibi Eden and Shri Benny Behanan. I have not permitted any notices for adjournment motion.

... *(Interruptions)*

SHRI ADHIR RANJAN CHOWDHURY: Sir, the way the prices of petrol, diesel and cooking gas have spiked suddenly in the country... *(Interruptions)* We had already predicted that their prices would soar up soon after the completion of Assembly Elections in the five States. Our predictions have proved to be true today. ... *(Interruptions)*

Sir, 80 paise per litre on Petrol and 50 Rs. on Cooking Gas...

(Interruptions)

[English]

SHRI T. R. BAALU (SRIPERUMBUDUR): Sir, the Government of India has increased the prices of petroleum products. There has been an increase of more than Rs.50 per LPG cylinder. This is not correct. The Government of India should roll back this hike. ... *(Interruptions)*

SHRI SUDIP BANDYOPADHYAY (KOLKATA UTTAR): Sir, prices have been

hiked to extreme levels so far as fuel, diesel, and domestic gas are concerned. We ask the Government to roll back the hike. To lodge a protest against this measure of the Government, we stage a walk out today.

12.03 hrs

At this stage, Shri Adhir Ranjan Chowdhury, Shri T.R. Baalu, Shri Sudip Bandyopadhyay, and some other hon. Members left the House.

12.04 hrs

PAPERS LAID ON THE TABLE

[Translation]

HON. SPEAKER: Now, paper will be laid on the Table – Shri Krishan Pal
**THE MINISTER OF STATE IN THE MINISTRY OF POWER AND THE
 MINISTER OF STATE IN THE MINISTRY HEAVY INDUSTRY (SHRI
 KRISHAN PAL):** Speaker Sir, I beg to lay following papers on the Table:-

- (1) A copy each of the following papers (Hindi and English versions) under sub-section 1(b) of Section 394 of the Companies Act, 2013:-
 - (a) (i) Statement regarding Review by the Government of the working of the HMT Limited, Bangalore, for the year 2020-2021.
 - (ii) Annual Report of the HMT Limited, Bangalore, for the year 2020-2021, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 6605/17/22]
 - (b) (i) Statement regarding Review by the Government of the working of the Richardson and Cruddas (1972) Limited, Mumbai, for the year 2020-2021.
 - (ii) Annual Report of the Richardson and Cruddas (1972) Limited, Mumbai, for the year 2020-2021, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon
- [Placed in Library, See No. LT 6606/17/22]
- (c) (i) Statement regarding Review by the Government of the working of the Hindustan Salts Limited, Jaipur, for the year 2020-2021.
 - (ii) Annual Report of the Hindustan Salts Limited, Jaipur, for the year

2020-2021, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 6607/17/22]

- (d) (i) Statement regarding Review by the Government of the working of the Heavy Engineering Corporation Limited, Ranchi, for the year 2020-2021.
- (ii) Annual Report of the Heavy Engineering Corporation Limited, Ranchi, for the year 2020-2021, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 6608/17/22]

- (e) (i) Statement regarding Review by the Government of the working of the Sambhar Salts Limited, Jaipur, for the year 2020-2021.
- (ii) Annual Report of the Sambhar Salts Limited, Jaipur, for the year 2020-2021, 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 item No. (b) of (1) above.

[Placed in Library, See No. LT 6609/17/22]

- (3) A copy each of the following papers (Hindi and English versions):-

- (i) Memorandum of Understanding between the Rajasthan Electronics and Instruments Limited and the Ministry of Heavy Industries for the year 2021-2022.

[Placed in Librar, See No. LT 6610/17/22]

- (ii) Memorandum of Understanding between the Engineering Projects (India) Limited and the Ministry of Heavy Industries for the year 2021-2022.

[Placed in Library, See No. LT 6611/17/22]

- (iii) Memorandum of Understanding between the Bridge and Roof Company (I) Limited and the Ministry of Heavy Industries for the year 2021-2022

[Placed in Library, See No. LT 6612/17/22]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS; AND MINISTER OF STATE IN THE MINISTRY OF YOUTH AFFAIRS AND SPORTS (SHRI NISITH PRAMANIK): Hon. Speaker, Sir, I beg to lay following papers on the Table-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Rajiv Gandhi National Institute of Youth Development,

Sriperumbudur, for the year 2019-2020, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Rajiv Gandhi National Institute of Youth Development, Sriperumbudur, for the year 2019-2020.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 6613/17/22]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI NITYANAND RAI): Hon. Speaker, Sir, I beg to lay following papers on the Table:-

A copy of the Arms (Amendment) Rules, 2022 (Hindi and English versions) published in Notification No. G.S.R.31(E) in Gazette of India dated 20th January, 2022 under sub-section (3) of Section 44 of the Arms Act, 1959.

[Placed in Library, See No. LT 6614/17/22]

(2) A copy of the Delhi Police (Appointment and Recruitment)(Amendment) Rules, 2022 (Hindi and English versions) published in Notification No. F. 16/19/2020/HP-I/Estt./3555-3561 in Delhi Gazette dated 18th February, 2022 under sub-section (2) of Section 148 of the Delhi Police Act, 1978.

[Placed in Library, See No. LT 6615/17/22]

12.05 hrs

MESSAGES FROM RAJYA SABHA

[English]

SECRETARY GENERAL: Sir, I have to report the following messages received from the Secretary General of Rajya Sabha:-

- (i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (No.3) Bill, 2022, which was passed by the Lok Sabha at its sitting held on the 14th March, 2022 and transmitted to the Rajya Sabha for its recommendations and to state that this

House has no recommendations to make to the Lok Sabha in regard to the said Bill."

(ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (No.2) Bill, 2022, which was passed by the Lok Sabha at its sitting held on the 14th March, 2022 and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

12.05 ¼ hrs

STANDING COMMITTEE ON ENERGY

22nd to 25th Reports

[Translation]

SHRI RAJIV RANJAN SINGH 'LALAN' (MUNGHYR): Sir, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Energy (2021-22):-

- (1) Twenty-second Report on 'Action-taken by the Government on recommendations contained in the Sixth Report (Seventeenth Lok Sabha) of the Committee on Demands for Grants (2021-22) of the Ministry of New and Renewable Energy'.
- (2) Twenty-third Report on 'Action-taken by the Government on recommendations contained in the Seventh Report (Seventeenth Lok Sabha) of the Committee on Demands for Grants (2021-22) of the Ministry of Power'.
- (3) Twenty-fourth Report on 'Demands for Grants (2022-23) of the Ministry of New and Renewable Energy'.
- (4) Twenty-fifth Report on 'Demands for Grants (2022-23) of the Ministry of Power'.

12.05 ½ hrs

STANDING COMMITTEE ON FINANCE

40th to 44th Reports

[English]

SHRI JAYANT SINHA (HAZARIBAGH): Sir, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Finance:-

1. Fortieth Report on Demands for Grants (2022-23) of the Ministry of Finance (Departments of Economic Affairs, Expenditure, Financial Services, Investment & Public Asset Management and Public Enterprises).
 2. Forty-first Report on Demands for Grants (2022-23) of the Ministry of Finance (Department of Revenue).
 3. Forty-second Report on Demands for Grants (2022-23) of the Ministry of Corporate Affairs.
 4. Forty-third Report on Demands for Grants (2022-23) of the Ministry of Planning.
 5. Forty-fourth Report on Demands for Grants (2022-23) of the Ministry of Statistics and Programme Implementation.
-

12.06 hrs

STANDING COMMITTEE ON FOOD, CONSUMER AFFAIRS

AND PUBLIC DISTRIBUTION

18th and 19th Reports

[English]

SHRI SUDIP BANDYOPADHYAY (KOLKATA UTTAR): Sir, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Food, Consumer Affairs and Public Distribution (2021-2022):-

1. Eighteenth Report on Demands for Grants (2022-23) of the Ministry of Consumer Affairs, Food and Public Distribution (Department of Food and Public Distribution).

2. Nineteenth Report on Demands for Grants (2022-23) of the Ministry of Consumer Affairs, Food and Public Distribution (Department of Consumer Affairs).
-

12.06 ¼ hrs

STANDING COMMITTEE ON PETROLEUM AND NATURAL GAS

10th Report

[Translation]

SHRI RAMESH BIDHURI (SOUTH DELHI): Sir, I beg to present the Tenth Report (Hindi and English versions) of the Standing Committee on Petroleum and Natural Gas on 'Demands for Grants (2022-23) of the Ministry of Petroleum and Natural Gas'.

12.06 ½ hrs

STANDING COMMITTEE ON COAL, MINES AND STEEL

28th to 31st Reports

[Translation]

SHRI RAKESH SINGH (JABALPUR): Sir, I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Coal, Mines and Steel:-

- (1) Twenty-eighth Report on Demands for Grants (2022-23) relating to the Ministry of Steel.

- (2) Twenty-ninth Report on Demands for Grants (2022-23) relating to the Ministry of Mines.
- (3) Thirtieth Report on Demands for Grants (2022-23) relating to the Ministry of Coal.
- (4) Thirty-first Report on the subject 'Development of Aluminium and Copper Industries in the Country' relating to the Ministry of Mines.

12.06 ¾ hrs

STANDING COMMITTEE ON COMMERCE

167th and 168th Reports

[English]

SHRI MANOJ KOTAK (MUMBAI NORTH-EAST): Sir, I beg to lay on the Table the following Reports (Hindi and English versions) of the Standing Committee on Commerce:-

1. 167th Report on Demands for Grants (2022-23) pertaining to Department of Commerce, Ministry of Commerce and Industry.
2. 168th Report on Demands for Grants (2022-23) pertaining to Department for Promotion of Industry and Internal Trade, Ministry of Commerce and Industry.

12.07 hrs

MATTERS UNDER RULE 377

[Translation]

HON. SPEAKER: Hon. Members are permitted to lay the matters under Rule 377 on the Table. The hon. Members who want to lay their matter under Rule 377 may do so.

**(i) Regarding construction of roads and overbridges connecting
Jharkhand to neighbouring States**

[Translation]

SHRI BIDYUT BARAN MAHATO (JAMSHEDPUR): I would like to draw the attention of the House towards a very important issue. The following Constuction works may kindly be taken up-

1. Construction of road from Tata Tiring Main road Hata Chowk to Bombay Chowki Odhisha border via Jadugora, Musabani and Gundabanda.
2. Construction of road N.H. 33 Kali Mandir Asanbani to Bankura, West Bengal via Patamda, Katin, Bandwan, Jhilimili and Khatra.
3. Construction of P.C.C. track up to 02 kms on both sides of N.H.- 33 at Kalia Dinga Chowk Baheragora where service road is being used as main road. Kalia Dinga Chowk at Jhariya Mor in Baheragora which is also known as the Triveni Sangam Sthal because traffic from all three states, Jharkhand, West Bengal and Odisha converges here. There is heavy traffic here after construction of road and Highway. The vehicles coming in from Odisha and Bengal are not clearly visible due to blind spot, due to which this place has become an accident prone zone. Due to this, the construction of over bridge at this place is very necessary.
4. An underpass or overbridge should be constructed at Ghatshila Phuldunglri because accidents are taking place on a daily basis due to very heavy traffic in Phuldungri of Ghatshila. Constrcution of an over bridge is very necessary to prevent these accidents.

Hence, I would like to request the Hon'ble Minister, and N.H.A.I, Government of India to ensure suitable action taking immediate cognizance of the mentioned facts so as to provide relief to the public.

(ii) Regarding opening of an AIIMS in North Bengal Region

[English]

SUSHRI DEBASREE CHAUDHURI (RAIGANJ): I would like to draw the kind attention of the Hon'ble Minister of Health and Family Welfare towards the need for opening of AIIMS in North Bengal Region, preferably in Raiganj or Islampur.

Under the dynamic leadership of our Hon'ble Prime Minister, the Union Government had sanctioned 15 new AIIMS under the Pradhan Mantri Swasthya Suraksha Yojana (PMSSY) and out of which services have already been started in six AIIMS. At present, there is no health infrastructure in my Raiganj Parliamentary Constituency in West Bengal. It actually pinched the most during the unprecedented COVID pandemic period. It was declared a few years back that an AIIMS would be opened in Raiganj, but it never saw the light of the day. The people of this area also have high expectations from the Union Government for fulfilling their long-cherished dream of having an early accessible state-of-the art health facility in their own area.

Keeping in view the importance of having a health infrastructure, I urge upon the Union Government to consider opening of an AIIMS in North Bengal

Region, preferably in Raiganj or Islampur as this will definitely improve the healthcare facilities for the people of North Bengal.

(iii) Need to make available adequate seats for aspiring MBBS

Students in the country

[Translation]

SHRI GANESH SINGH (SATNA): Hon'ble sir, two recent incidents including the COVID-19 pandemic and the Russian attack on Ukraine have brought to such students into limelight who are studying in foreign countries. The students will continue going abroad, till the time the education system in India is not designed as per the needs of the students. At present, Seven lakh seventy thousand Indian students are pursuing studies abroad compared to Four lakh forty thousand in the year 2016 which indicates a rise of 20 percent. Prior to the outbreak of the pandemic, Indian students pursuing studies abroad spent \$ 24 bn in foreign countries contributing to their economies which translates to roughly one percent of India's GDP. The aspirational students are bound to choose foreign countries for studies in our country where more than half of the total population is under 25 years of age and none of the Indian universities figure in top 100 universities of the world.

In particular context of Medical degree, the expenditure on lodging and tuition fee abroad is far more affordable compared to the expenditure for an MBBS seat in Private Medical colleges in India. The number of MBBS aspirants is more than the MBBS seats available in India.

Keeping the above facts in mind, I would like to request the Union Government to adequately increase the number of MBBS seats in Medical colleges within the country in view of the aspirants of MBBS degree and at the

same time the cost of pursuing Medical studies should also be lowered so that the students from the country do not head abroad to pursue Medical studies.

**(iv) Need to construct a new building for post office at Madhuban block
in East Champaran district, Bihar**

SHRIMATI RAMA DEVI (SHEOHAR): A Post Office was set up 35-40 years back at Madhuban Bazar of Madhuban block in East Champaran district under my Parliamentary Constituency and the building of the Post Office was situated on its own land. The Post office is operating from a rented building for the last 8-9 yrs due to the building of the Post Office becoming dilapidated due to which the local people are facing lot of problems. Heaps of garbage has collected over the damaged old building of the Post Office. There is no justification of running the Post Office from a rented building despite it having its own land. The benefits of ambitious schemes of the Union Government are not reaching fully to the general public from the Post Office housed in a rented building. Hence, the local people have demanded that a new building should be constructed on the land where the Post office was situated earlier. Earlier also, I have drawn the attention of the Government towards this issue, but it is unfortunate that no action has been taken regarding this so far.

So, I would like to once again request the Government to urgently construct new building at the site of Madhuban Post Office in public interest so that the benefits of the schemes of the Government may reach to the common

people with ease and there may also be saving of the money being spent by the Department towards payment of rent.

**(v) Need to take necessary measures for establishment of
Petrochemicals Complex in Vidarbha region of Maharashtra**

SHRI ASHOK MAHADEORAO NETE (GADCHIROLI- CHIMUR): I would like to inform the House that the Vidarbha region of Maharashtra is the most backward areas of the country. The demand to set up a petrochemicals complex has been put forward by the local public representatives and the Vidarbha Economic Development Council (VED) since a long time for development of the region and a proposal was also submitted during meeting of the then Minister of Petroleum with the Leader of Opposition in the State Assembly held at Nagpur in Maharashtra on the request of the Vidarbha Economic Development Council (VED). However, no progress has been made so far in this regard resulting in the work lying pending. I would like to request the Government to take positive steps for setting up Petrochemical Complex in Vidarbha, the most backward region of the country, without delay for setting up Petrochemical Complex by carrying out feasibility study so that there is development of Vidarbha region and the youth of the region may get employment.

(vi) Regarding compliance of directions issued by Union Government to Maharashtra under Mines and Minerals (Development and Regulation) Act, 1957

SHRI SUNIL BABURAO MENDHE (BHANDARA-GONDIYA): I represent Bhandara-Gondiya constituency, which is a minerals rich area. The Government of India has directed all the State Governments under the provisions of the Mines and Mineral Development and Regulation Act, 1957 MMDR Act to set up District Mineral Foundation and Governing Council in each district affected by mining operations. The objective of District Mineral Foundation (DMF) is to work for the interest and benefit of the people of the areas affected by mining operations. The Collector will act as the chairperson of the Foundation and Hon'ble Member of Parliament, MLA and MLC of district will act as members.

The Collector, Bhandara wrote two letters to the Government of Maharashtra in the month of May and July 2021 seeking guidance for DMF and Governing Council. The reply of which is still pending with the State Government. I request the Hon'ble Union Minister of Mines that the Government of India may please give necessary guidelines to the Government of Maharashtra to strictly implement the provision of the Mines and Minerals Development and Regulation Act, 1957.

(vii) Need to restore the provision for concessional train fare to PIB accredited journalists

SHRI UNMESH BHAIYYASAHEB PATIL (JALGAON): Journalists and media are considered a pillar of our democracy and our brothers and sisters from

media relentlessly work to make public aware be it a time of Corona period or it is to communicate with Indians struck in Ukraine or to conduct the assessment of elections. Press Information Bureau gives recognition or accreditation to 3000 journalists every year, who to cover all the Government programs. PIB-accredited journalists used to get 50 percent concession in rail travel before the Corona pandemic, but in March 2020, a lockdown was imposed and the operation of trains was stopped, later trains operations were restarted in the name of special trains. The Government has started operating mail and express trains in November 2021 but the facilities given to journalists have not been restored yet. I request the Government that with immediate effect, the concession given to accredited journalists in railway travel should be restored which has also been recommended by the Press Council of India, and this will be a positive decision which will facilitate journalists to travel for their work.

**(viii) Need to implement master plan for development of Kisangarh-Ajmer
Airport**

SHRI BHAGIRATH CHOUDHARY (AJMER): Due to availability of land at Kishangarh-Ajmer airport, if the Central Government takes positive action on the following points as soon as possible, then the investment made on this project will prove to be very useful.

1. The height of the hills of Tukda village and the height of Prasar Bharti's tower is the biggest obstacle in the future expansion plans of Kishangarh-Ajmer airport and landing of big planes for which the airport authority has also

conducted two surveys. Now only competent administrative approval has to be issued which is pending.

2. To start air service at earliest for Bangalore, Pune, Calcutta, Chennai, Guwahati, Amritsar, Jammu and Haridwar etc. including Jaisalmer, Jodhpur, Lucknow, Udaipur approved in Udaan-2 scheme.

3. Length and strength of the runway should be increased so that heavy vehicles and cargo vehicles can also move.

4. Two parking bays presently available should be increased to 6 or 7 and the terminal building has started falling short, so a new terminal building with a capacity of 200-250 passengers should be built.

Therefore, keeping in view the wider public interest, the master plan of Kishangarh-Ajmer airport should be implemented without delay and concrete and efficient departmental action on the above points should be approved under the departmental action plan in the upcoming budget session 2022-23.

(ix) Need to secure the financial security of workers rendered jobless after closure of companies in Bharuch Parliamentary Constituency

SHRI MANSUKHBHAI DHANJIBHAI VASAVA (BHARUCH): There are industrial areas like Dahej, Jhagadia, Ankleshwar and Panauli in my Parliamentary constituency Bharuch in Gujarat. Due to the closure of many companies here, the condition of the workers has become very pathetic. While starting an industry, industrialists take full advantage of the schemes of the government and then after 25-30 years, by making one or the other excuse, they close the same industry with the aim to set up it in another State and to take advantage of the Government. In this way, the people who had worked in

the said industries for 25-30 years are given VRS by paying a meagre amount of Rs.6-7 lakhs and they are thrown out of their jobs. After this, the condition of those employees becomes very pathetic. The list also comprise those who have given their lands to the G.I.D.C. to set up industry. Such people get very less compensation and their condition becomes very pathetic due to loss of job. A company in Dahej industrial area in my Parliamentary constituency Bharuch, Gujarat has laid off many workers. Instead of providing justice to the exploited and suffering people, the administrative officers allegedly take the side of the powerful industrialists. In such a situation, I request the Government to take immediate concrete steps for the economic security of such exploited and suffering workers.

(x) Regarding setting up of a commercial airport in Singrauli District,

Madhya Pradesh

Shrimati Riti Pathak(Sidhi) : It is my request to the Minister of Civil Aviation that Singrauli district in my parliamentary constituency is an industrial district, which is known as 'Urjadhani' because it produces sufficient amount of coal and electricity. It also generates adequate amount of revenue and many other OB companies including NCL, NTPC, Hindalco, Reliance, Essar, Jaypee are located in the district in which the people from different places of the country come to work in these companies and also reside in the district. But, till now, there is no airport. On my repeated requests, the approval was granted for the airstrip, but there is an urgent need for a commercial airport in Singrauli.

Therefore, I request the Honorable Civil Aviation Minister to kindly grant an approval for the commercial airport in Singrauli.

(xi) Regarding disinvestment of LIC

[English]

SHRI HIBI EDEN (ERNAKULAM): Disinvestment and privatisation have been emphasized on a much bigger scale in the budgets of recent years. The government of India has made several attempts to sell their biggest public sector enterprises without much success in the recent past, yet it is seen that the union government is moving ahead with the sale of other enterprises that were operating successfully such as LIC. Institutions such as LIC have been a source of crucial investment in public sector projects like infrastructure development. With the dilution of LIC, the private management may concentrate more on profit-making investments rather than investing in the development of the country, they might concentrate on outsourcing of tasks leading to job loss in the country. The Union Government promises to sell only 5-10% of the shares while holding onto the remaining share. This does not provide any guarantee against further dilution of shares in the future.

(xii) Regarding laying of a new railway route through Barpeta

SHRI ABDUL KHALEQUE (BARPETA): Barpeta is an important town in Assam known for its Satras and is also known as Satra Nagari. I feel proud to say that I'm from the same area as Col. Guru Prasad Das and also representative in the house. He is the pride of Barpeta and the inventor of rail Vacuum Brake in 1930. He gave to the world the technology to stop trains. In this regard I would urge the government to build a statue of Col. Guru Prasad Das at Barpeta town. However, even after so many years, Barpeta has not been connected to the railway network of the country. A new railway route from

Jogoghopa to Guwahati via Lengtisinga, Barpeta and Sarthebari will bring Barpeta in the railway network. Once established, this route will also connect Barpeta to many other places. The new route will help the local economy to grow as there can be no better transport for communication as the nearby settlements are mostly agriculture based. This will also help in promoting speciality of every place on the route under one station one product scheme. Therefore, I urge the Railway Minister to accept this demand of the people of Barpeta and lay a new route through Barpeta.

(xiii) Regarding speedy execution of tunnel project connecting Papanasam dam with Manimuthar dam, Tamil Nadu

SHRI S. GNANATHIRAVIAM (TIRUNELVELI): Papanasam dam and Servalaru dam in Tirunelveli district of Tamil Nadu cater to providing irrigation to more than 4 lakh acres of agricultural land in Tirunelveli district and 46000 acres of agricultural land in Tuticorin district. Similarly, Manimutharu dam helps to irrigate approximately 23000 acres of farm lands. Moreover, Papanasam dam, Servalaru dam, and Manimutharu dam remain as the source of water for 441 lakes and ponds in Tirunelveli district and 444 lakes and ponds in Tuticorin district of Tamil Nadu. Besides, there are 8 more dams and 11 sub-canals. I should say that the excess water collected during rainy season in these dams drain into sea without any use. I urge that a tunnel for water passage is to be constructed to take this excess water downstream towards Manimutharu dam. This will benefit the farmers of both Tirunelveli and Tuticorin districts besides providing a permanent solution for drinking water woes of this area. Moreover, the tunnel which is proposed to be created between Papanasam dam and Manimutharu dam, may pass through the Mundanthurai Tiger Reserve which falls under Kalakkadu forest range. This will benefit thousands of farmers living in this area. It is requested to accord necessary sanction with forest clearance, besides, providing adequate funds for speedy execution of this dream come true tunnel project proposed to connect Papanasam dam with Manimutharu dam.

(xiv) Regarding problems in Biometric Identification of the beneficiaries under National Food Security Act

SHRIMATI APARUPA PODDAR (ARAMBAGH): The implementation of nation-wide portability of ration cards through “One Nation One Ration Card (ONORC)” scheme, is an endeavour of the Department of Food & Public Distribution, Government of India to empower about 81 crore beneficiaries. This plan has been launched under the National Food Security Act (NFSA), 2013, which aims to ensure that anyone can take his/her share of foodgrains from any district of any state in the country. One Nation One Ration card involves identification of beneficiaries through biometric authentication at fair price shops. But it is a common feature that old age people, disabled and manual labourers suffer due to change in biometrics like fingerprints due to natural reasons. Due to these reasons which mainly include the use of fingerprint authentication in ration shops, many needy people have been unable to access their food entitlements either because their fingerprints are worn out, or because of patchy internet and machine failure to connect to the database. I request the Government to allow an offline method of verification on the lines of ration card issued by State Governments like West Bengal for such beneficiaries who are being deprived due to change in biometrics as a result of their age and work.

**(xv) Need to extend train nos. 13205/13206, 02554/02553 and 13163/64
upto Saraigarh, Bihar**

[Translation]

SHRI DILESHWAR KAMAIT(SUPAUL): Three trains namely Danapur to Saharsa, train number 13205/13206 Janhit Express, from New Delhi to Saharsa Vaishali Express train number 02554/02553, from Sealdah to Saharsa, Hate Bazare Express 13163/13164 go to Saharsa, the services of these three trains should be extended upto Saraigarh or a train connecting Patna, Delhi, and Kolkata should be started urgently so that the people of Koshi region including Nepal can avail its benefits.

**(xvi) Need to take measures for upliftment of weavers in Uttar Pradesh
particularly in Amroha Parliamentary Constituency, Uttar Pradesh**

KUNWAR DANISH ALI (AMROHA) : The economic condition of the weavers in the whole country, particularly in Uttar Pradesh is becoming miserable. Weavers are struggling to earn even minimum wages. The Government is not paying attention to this. There are handloom factories at 300 to 400 places where 14 to 15 thousand weavers work. Most of the handloom weavers are from my Lok Sabha constituency Amroha. Amroha district was well-known for handloom products. Thousands of families were associated with it. Towel, mat, bedsheet, carpet, Khadi covers and carpets from Lihaf were made here, which were in huge demand in different cities of the country. But the handlooms have started shutting down gradually. The Qureshi locality with 900 handlooms was at the top, apart from this people also used to work in Chilla, Batwal, Nal, Sarai

Kohna, Satti, Naugaja, Lakda, Basavanganj, Bariyan, Jama Masjid, Pachdara, Chakli, Begum Sarai, Majapota. At present, there are 40 factories in the city, while people in Naugawana Sadat, Nai Basti, Kheda Aparaula, Dhanaura, Chuchaila, Bachhrayun in the district are doing this business.

My demand is that some concrete steps should be taken soon for the upliftment of the weavers of Uttar Pradesh and particularly of my Lok Sabha constituency Amroha.

[URDU]

کنور دانش علی (امروہہ): محترم اسپیکر صاحب، پورے ملک میں خاص کر اتر پردیش میں بنکروں کی معاشی حالت بہت دردناک ہوتی جا رہی ہے۔ بنکر اپنی کم از کم اجرت کمانے کے لئے جدوجہد کر رہے ہیں۔ سرکار اس طرف دھیان نہیں دے رہی ہے۔

یہاں 300 سے 400 مقامات پر ہینڈلوم کارخانے ہیں۔ جہاں 14 سے 15 ہزار بنکر کام کرتے ہیں۔ ہینڈلوم کا کام کرنے والے زیادہ تر بنکر میرے پارلیمانی حلقہ امروہہ کے ہیں۔ امروہہ ضلع کی پہچان ہتھکرگھا مصنوعات کے لئے ہوا کرتی تھی۔ اس سے ہزاروں خاندان جڑے ہوئے تھے۔ یہاں کے انگوچھا، تولیہ، میٹ، بیڈ شیٹ، دری، لحاف کے کھادی کے کور اور کارپیٹ بنائے جاتے تھے۔ جس کی ملک کے مختلف شہروں میں بہت زیادہ مانگ ہوا کرتی تھی۔ لیکن اب دھیرے دھیرے ہینڈلوم بند ہونے لگے ہیں۔ سب سے زیادہ 900 ہینڈلوم قریشی محلہ میں تھے اس کے علاوہ، چلا، بٹوال، نل، سرائے کوہنا، سٹی، نو گزہ، لکڑہ، بساون گنج، بیریان، جامع مسجد، پچدرہ، چکلی، بیگم سرائے، مجا پوتہ میں بھی لوگ کام کرتے تھے۔ فلحال شہر میں 40 کارخانے ہیں، جبکہ ضلع کے نوگواں سادات، نئی بستی، کھیڑا اپرولہ، دھنورا، چچیلا، بچھرایوں میں کاروبار سے لوگ جڑے ہیں۔

کے امر وہ حلقہ پارلیمانی میرے اور پردیش اتر بے مانگ میری
شکریہ جائیں۔ اٹھائیں قدم ٹھوس جلد سے جلد لئے کے ترقی کی بنکروں

(xvii) Regarding problems afflicting BSNL

[English]

SHRI P.R. NATARAJAN (COIMBATORE): I wish to submit few activities of the BSNL which are ruining the BSNL customer services and staff welfare. Following the alleged pressure from Indian/foreign private corporates the govt is working for the benefit of corporates. Recently, in January 2019, BSNL have retrenched 80000 Staff (80%) in one go. This has caused 80% cut in man power and has reduced salary bill to 50% (includes salary bill paid to the officers who are on deputation w. e.f 1.10.2000) and quality of services is being ruined due to staff shortage and non availability of BSNL 4G. Apart from this, BSNL owned 14,197 telecom towers and 2.86 lakh kms of optic fibre cable brought under National Monetization pipeline and thus drained the Indian people's wealth to the Indian foreign telcos. The private telcos have been allowed to hightech networks/equipments without any ban rather they should purchase the aatma nirbar bharat products . Further, BSNL have to compete with these foreign telcos in providing 4G, 5G services which are having latest technology and equipments. In this critical situation, BSNL management is going for cutting down the staff strength in the name of restructuring of cadres which will result in privatisation of BSNL works. So, I request the govt. to stop

all the activities/policies which are ruining the BSNL and call for a meeting of staff Executives of BSNL to discuss all the pending issues concerning the BSNL development and staff welfare, including 3rd pension revision committee due from 1.1.2017, promotional opportunities for the executives, clearance of medical bills/allowances, clearance of pending casual labour payments and other pending issues and take a decision to save the people's wealth of BSNL and the staff welfare measures so as to compete with Indian/Foreign corporate private companies in providing satisfactory 4G and 5G services to the satisfaction of the subscribers.

(xviii) Regarding conversion of Ernakulam - Velankanni special train into regular train and extension of Amritha express train upto Rameswaram

SHRI N.K. PREMACHANDRAN (KOLLAM): Velankanni, Nagur and Rameswaram are the three important pilgrim centres in South India. Large number of devotees from Kollam, Thiruvananthapuram are daily visiting these three centres for their pilgrimage. No train facilities are available. The only train service to Velankanni through Kollam – Schenkottah railway line is running as a special train. The request to convert the same into regular train is pending with the railway. Thiruvananthapuram – Madurai express is running upto Madurai. The request for extension of the train upto Rameswaram is also pending. It is highly necessary to convert Ernakulam – Velankanni Express into a regular train and extend Amritha Express upto Rameswaram. Hence, I urge upon the Hon'ble Minister of Railways to convert the Ernakulam Velankanni Special Train into regular train and extend Amritha Express Train No. 16343/16344 upto Rameswaram.

(xix) Regarding interlinking of NH-183 near Uthamapalayam and NH-185 near Kattapana with a new bypass

SHRI P. RAVINDHRANATH (THENI): I wish to bring to the notice of the government a 40-year-old demand to develop the 13 km stretch of road in Sakkulathu Mettu in my Theni Parliamentary Constituency. Aligning with the vision of our Hon'ble PM for 'smartly integrating' environmental protection with infrastructure landscape, I wish to request the sanction of a DPR for a NH-bypass connecting the NH-183 in Uthamapalayam in Theni, Tamil Nadu, and NH185 in Kattapana, Kerala. For the purpose of free animal movement without any human disturbance, a 4 km stretch through the forest should be proposed as an elevated road, similar to the NH-44 in Pench National Park, Madhya Pradesh. Sir, this bypass will function not only as a dedicated freight corridor connecting Kerala and Tamil Nadu, but will also help the thousands of labourers who commute between the two states daily, thereby saving time and travel expenses. Therefore, I submit my request with the Ministry of Road Transport and Highways, to sanction a Detailed Project Report on my proposal for a new by-pass, interlinking NH-183 near Uthamapalayam in Theni District and NH-185 near Kattapana in Idukki District, via Sakkulathu Mettu in my Theni Parliamentary Constituency.

(xx) Regarding notification of Siddharthanagar as an Agri Export Zone

SHRI JAGDAMBIKA PAL (DOMARIYAGANJ): It behoves me to mention that the Agriculture Export Policy 2018 stated that upon fulfillment of the following conditions, an area may be notified as an Agri Export Zone AEZ-

- Identification of suitable production clusters
- Conduct farmer registrations
- Digitization of land records
- Promotion of Farmer Producer Organizations (FPO).

With the efforts of the farmers, scientists, farmer organizations, the Central Government and the State Government of Uttar Pradesh have been able to achieve following objectives:

- Production Clusters- Under the One District One Product (ODOP) scheme, Kalanamak Chawal has been identified for Siddharthnagar district.
- Farmer recognition- As per latest data available from RBI, there are more than 44 lakh KCC cards operative in the state of Uttar Pradesh.
- Digitization of land records- Under Digital India Land Records Modernization Programme (DILRMP) of the Ministry of Rural Development, state of Uttar Pradesh has completed 95.81% of Computerization of Land Records whereas Siddharthnagar has completed 98.49% of CLR.
- Farmer Producer Organizations (FPO)- There are 178 FPOs recognized by SAFC, NABARD, other Government bodies include self-promoted FPOs in Uttar Pradesh. In Siddharthnagar, Siddharth Zone Rice Kisan Producer Com. Ltd. is recognized by NABARD.

In light of the same, I request the Government to consider notifying Siddharthnagar as an Agri Export Zone.

**(xxi) Need to set up a maize based starch factory in Araria Parliamentary
Constituency, Bihar**

[Translation]

SHRI PRADEEP KUMAR SINGH (ARARIA): I am glad to know that in my parliamentary constituency Araria, maize is cultivated in abundance. The farmers despite having a good production, do not get a fair price for the entire crop of maize. We know that Glucose, starch and corn flakes are produced from Maize on a large scale. But, not a single maize based industry has been established in my parliamentary constituency by the Government. In the year 2011, a positive effort was made by the Government to set up a maize based starch factory at Bhajanpur in Rampur Uttar Panchayat of Forbesganj block. The Government allotted the land of BIADA (Bihar Industrial Area Development Authority) for this factory. But, due to some reason, the construction work of this starch factory was completely obstructed. The delay in starting the production from the factory has caused heavy losses to the farmers. I request the Government to make positive efforts towards completing this work as early as possible. It should be noted that this starch factory will prove to be a milestone for lakhs of maize producing farmers of the district. Thank you.

(xxii) Regarding development of Tourism Infrastructure in Tenkasi

[English]

SHRI DHANUSH M. KUMAR (TENKASI): Tamil Nadu has many popular religious places of interest and Sri Kasi Viswanathar Temple in Tenkasi is one of them. Sri Kasi Viswanathar Temple is one of the biggest temples of south India. It is a sacred Hindu shrine and is located in the town of Tenkasi. This

temple is visited by a huge number of domestic and International tourists and pilgrims throughout the year. Though Kasi Viswanathar temple has emerged as one of the popular destinations for pilgrims and tourists poor connectivity, poor transport facility and also lack of infrastructure development have created difficulties for pilgrims and tourists & visiting Kasi Viswanathar Temple. This has affected the tourism sector in Tenkasi. Since Kasi Viswanathar temple falls under my constituency, it is requested that necessary funds may be released for the betterment and infrastructure development of Kasi Viswanathar Temple so that more and more tourists could visit Kasi Viswanathar Temple.

**(xxiii) Need to construct an expressway from Gwalior to Tanakpur or
Haldwani in Uttarakhand**

[Translation]

Shri Mukesh Rajput (Farrukhabad): Lying in the lap of the Himalayas, the state of Uttarakhand shares a long border with China, India's traditional opponent country. I would like to draw attention towards the quick access of army to the Kumaon division of Uttarakhand, which is very important from the strategic point of view. Also, this topic is very important from the point of view of tourism.

A new expressway is urgently required from Gwalior to Tanakpur or Haldwani via Bhind, Etawah, Farrukhabad, Shahjahanpur, Bareilly. This expressway connecting the three states will be about 425 to 450 km long. This expressway is very important for the following reasons.

1. Strategically, Gwalior Cantonment, Jhansi Cantonment, Agra Cantonment, Fatehgarh Cantonment, and Bareilly Cantonment will be connected directly. And if required, it will be possible to reach China border in a very short time.

2. Two or three airstrips can be built on this expressway. Apart from the base camp of Bareilly, the benefit of airstrip will also be available in emergency.

3. This expressway will connect Delhi-Jhansi Highway, Agra-Mumbai Highway, NH2 connecting Delhi-Agra-Kanpur, Agra-Lucknow Expressway, GT Road, proposed Ganga Expressway, Saharanpur-Bareilly-Lucknow Highway, and a highway to be built in Himalayan hill regions under the Parvat Mala project. In case of emergency, it will be very easy to go from one highway or expressway to another highway or expressway.

4. The potential of tourism in Kumaon Mandal and Palia National Park of Uttarakhand will get a new boost.

5. There will be a huge increase in the number of tourists in Sankisa, the Buddhist pilgrimage site; Kampil, the capital of Mahabharata's ancient king Drupad and the main pilgrimage site of Jainism; as well as Neemkarori Dham and the 'Tapsthali' of Baba Neemkarori, Kainchi Dham, Purnagiri Devi Ji and Nainital.

6. New possibilities of development and employment opportunities will be created in very backward districts like Bhind, situated in Chambal region of Madhya Pradesh; Farrukhabad and Pilibhit of Uttar Pradesh and also in Uttarakhand .

Therefore, it is absolutely necessary to develop an expressway from Gwalior in Madhya Pradesh up to Tanakpur via Bhind, Etawah in Uttar Pradesh, Kishni and Bewar in Mainpuri, Neemkarori Dham, Puthri and Dhaighat in Farrukhabad, Jarianpur in Shahjahanpur, Jalalabad, Tilhar, Nigohi, Bisalpur in Bareilly, Pilibhit, and Khatima.

12.08 hrs

UNION BUDGET-2022-2023-DEMANDS FOR GRANTS-Contd....

Ministry of Road Transport and Highways-Contd....

[English]

***SHRI ANTO ANTONY (PATHANAMTHITTA):** I would like to bring the attention of this August House that the Government of India sanctioned National Highway (NH) 183A in the State of Kerala in the year 2014. NH 183A starts from Bharanikkavu in Kollam District and passes through Adoor, Pathanamthitta, Mylapra, Vadasserikkara, Laha, Erumeli, Mundakkayam etc. and joining NH 183 at Vandiperiyar in Idukki District. Most part of this Highway is passing through my Parliamentary Constituency, Pathanamthitta. This NH has national importance as it passes nearby Sabarimala Shrine, one of the largest national pilgrim centres in the country. There are lots of other pilgrim centres of different communities like, Vavaru Pally at Erumely, Manjinikkara Pilgrimage, Kumbanadu Convention, Maramon Convention, Cherukolpuzha Hindu Maha Sammenlanam, Parumala Pilgrimage and Nilackal are also connecting this NH.

An extension of this NH (28 Rms) is starts from Elavunkal Junction to Pamba (Holy Triveni Sangamam), which connects Sabarimala Shrine has historical importance as more than 4.00 crore (higher than Kerala's population) devotees using this NH to reach in Sabarimala. 9 by passes have been proposed for this NH which catering the needs of the Central Travancore.

* Speech was laid on the Table

After the announcement of this NH seven years have passed, still preliminary works of implementation are still going on. The maintenance including tarring of existing road in BM&BC, construction of side wall and culverts are progressing in phase-by-phase manner. Recently a survey has been conducted and it is yet to be finalized. At this pace it will take few years to complete the work. Considering the importance of this NH as it is covering several historical places and pilgrim centres in the state Government should take urgent steps to allocate sufficient fund for the speedy implementation of project.

The proposed Greenfield National Highway, Angamali to Thiruvananthapuram will run parallel to the existing MC Road in Kerala. The MC Road is congested and heavily trafficked. Hence the passengers are inconvenienced by the traffic jams. The new corridor will be a solution to the problem of heavy traffic congestion.

Since the proposed corridor links 21 highway corridors and major cities and pilgrim centres like Sabarimala, Erumeli, Nilackal, Bharanganam, Malayattoor etc. in Kerala, it will considerably enhance the road connectivity in the State. The initial survey of the proposed National Highway has been completed.

I would also request the Government to take steps to taking up the construction of Munnar-Kodaikanal Road. Links between Munnar and Kodaikanal existed since before the Independence of India. Both sides of the border, Vattavada-Koviloor valley in Kerala and Ettoor in Tamil Nadu, are mostly peopled by ethnic Tamils, who maintain close familial and clan connections across the State border.

If these two towns of Munnar and Kodaikanal are linked, there is immense potential for tourism in both the States, not to mention the various villages and rural communities that would be benefitted along the route.

Alleppey-Kodaikanal, a newly declared NH, is passing through my constituency, which starts from Karukachal and ends at Mundakkayam, merging at 183A. Initial works have been started. I request the Government to take urgent steps to allot sufficient fund for the speedy implementation of this NH.

[Translation]

***Shri Rajendra Dhedya Gavit (Palghar):** I am grateful that I got an opportunity to participate in the debate on the Demand for Grants concerning the Ministry of Road Transport and Highways.

The road infrastructure in India, is used for transporting more than 60% of the total freight traffic and more than 85% of the total passenger traffic. NHs constitute around 2% of the road network but they carry 40% of the total road traffic. The Economic Survey (2020) also noted that road transport is the major mode of transport in the country. The transport sector contributed around 4.6% in the Gross Value Addition, out of which the road transport contributed around 67%.

The Ministry of Road Transport and Highways has been allocated approximately Rs. 68,000 crores more than the Revised Expenditure of 2021-22. Overall, this is the biggest hike (compared to Revised Expenditure 2021-22) among all the Ministries during 2022-23. Almost the entire amount of this

* Speech was laid on the Table.

additional allotment has been earmarked for investment in the NHAI. After many years, the NHAI will not have any borrowing and will depend completely upon the budgetary resources. The total debt on NHAI was Rs. 3.38 lakh crores till November 2021. This is approximately 150% more than the amount allocated to NHAI in 2022-23.

The PM Gati Shakti Master Plan 2022-23 for the Expressways will be formulated for easy and fast movement of passengers and cargo.

The National Highways network will be expanded to 25,000 kms in 2022-23. Rs. 20,000 crores will be raised through innovative ways of financing to supplement public resources.

The expenditure on NHAI includes funds for the umbrella scheme for highways, the Bharatmala Project. The scheme seeks to optimize the efficiency of freight and passenger movement by bridging critical infrastructure gaps. Its aim is to increase the number of districts with NH linkage from 300 to 550. Under the first phase of the Bharatmala project, 34,800 km of roads will be developed over a period of five years (2017-18 to 2021-22). In the first phase, the leftover 10,000 kms of road works will also be included under the National Highways Development Programme. The estimated cost of the first phase is Rs 5,35,000 crore, spread over a period of five years.

Under Phase- I of Bharatmala Project, construction of 19,926 kms of roads at a cost of Rs. 5.98 crores have been approved till Dec 2021. Of this, construction of 6,976 kms of roads have already been completed. This is equivalent to 35% of the total road length approved under the project.

(Roads and Bridges: the expenditure on roads and bridges includes the development of National Highways, Expressways projects, adding new lanes

under various projects and development of road connectivity in Left Wing Extremism affected areas.)

Rs. 64,573 crores have been allocated for construction of roads and bridges during 2022-23. This is 2% less than the Revised Estimates of 2021-22.

The Actual Expenditure on roads and bridges exceeded by 1% and 9% of the Budget Estimates during 2019-20 and 2020-21 respectively. The Revised Allocation for roads and bridges is again estimated to exceed the Budget Estimates by 9% as per the Revised Estimates of 2021-22. The Actual Allocation was 9% and 8% lower than the Budget Estimates for the years 2017-18, 2018-19 respectively.

(Central Road and Infrastructure Fund (CRIF): Most of the expenditure of the Ministry is managed through transfer from the CRIF. A portion of the cess collected on motor spirit and High Speed Diesel is earmarked for development of NHs and SHs. and the amount is transferred to the non-lapsable CRIF. This amount is finally released to the NHAI, and the State/UT Governments for development of road infrastructure and other projects (such as ports, railway tracks, airports) in the country.

Rs. 1,59,616 crores is estimated to be transferred to the Ministry from the CRIF for 2022-23. It is 61% higher than the Revised transfer (Rs. 99,239 crores) of 2021-22.

The Ministry allocates funds for construction of roads in States using CRIF. Rs. 250 crores is estimated to be allocated from the CRIF for roads in States during the year 2022-23. The total utilisation of the above funds by the states has been above 86% from 2017-18 to 2020-21.

(Permanent Bridge Fees Fund (PBFF): The funds transferred to the PBFF are related to the revenue collected by the Government: (i) the fee levied for using some of the permanent bridges on NHs by Motor vehicles, (ii) toll tax on NHs, and (ii) revenue share received from some PPP projects. Then, these funds are released to NHAI for development of the NH, handed over to the NHAI.)

It is estimated to transfer Rs. 13,921 crores from PBFF during 2022-23. This is a rise of 10% over the funds transferred at Revised Estimates stage (Rs. 12,670 crores) for 2021-22.

(National Investment Fund (NIF): NIF was set up in 2005 and the proceeds received from disinvestment of public sector enterprises are credited in it. The Ministry funds the Special Accelerated Road Development Programme for North Eastern region (SARDP-NE) with the funds from NIF.)

The transfer of funds from NIF is estimated at Rs 10,565 crore for the year 2022-23. This is a 25% more than the transfer made at the Revised Estimates for the year 2021-22 (Rs 8,430 crore).

(National Highways Fund (NHF): The Union Cabinet authorized NHAI to monetise some public funded NH projects in August 2016. Such monetisation would involve handing over operations and maintenance of NH stretches to private contractors on a long-term basis.)

It is expected to earn Rs. 20,000 crore through such monetization in the year 2022-23. This shows an annual increase of 54% over the revised estimate for the year 2021-22 (Rs 13,000 crore).

I support the Demands for Grants of the Ministry of Road Transport and Highways.

The words fall short to describe about the work of this Ministry and to praise this ministry.

I thank Hon'ble Prime Minister Shri Narendra Modi ji and Hon'ble Shri Nitin Gadkari ji. They have laid special emphasis on roads development and network of roads all over India in the last seven years. I remember the Hon'ble Bharat Ratna Atal Bihari Vajpayee ji, who started the Pradhan Mantri Gram Sadak Yojana and connected our villages with roads. I come from a rural background. At that time, we used to see tar roads. At that time, Shri Atal ji built a National Highway in Gujarat, later Hon'ble Modi ji and Hon'ble Shri Gadkari ji did the work of building highways all over the country. They presented the vision of India in front of us.

***SHRI ARUN KUMAR SAGAR (SHAHJAHANPUR):** I would like to express my heartfelt thanks to the Hon. Prime Minister of our country, Hon'ble Shri Narendra Modi and Hon'ble Finance Minister Nirmala Sitharaman ji, because this budget presented by the NDA government has out of the box measures. The budget in place of populist announcements has focused on agriculture sector and farmers, poor and middle class people and special attention has also been given to the poor sections of the society.

I express my heartfelt gratitude to Hon'ble Prime Minister Shri Narendra Modi, Hon'ble Finance Minister Smt. Nirmala Sitharaman and Hon'ble Shri Nitin Gadkari that in the year 2022, the budget of the Ministry of Road Transport and Highways has been increased by 65 percent and approximately Rs 2 lakh crore have been given for it.

* Speech was laid on the Table.

It is heartening that in fact, this is the only Ministry for which allocation in the budget exceeds the demand made. While describing the Road Projects as the priority of the Government, the Hon'ble Finance Minister has announced an increase of 25,000 kilometres in the highways in the next one year. At present, the total length of National Highways in the country is 1,40,995 kilometres. The credit for this goes to Hon'ble Minister of Road Transport and Highways Shri Nitin Gadkari, under whose guidance funds have been provisioned in the Union Budget for this Ministry.

After receiving booster dose from the central leadership, particularly of Hon'ble Prime Minister, Shri Narendra Modi, there has been a lot of progress in Road Projects in the country; and a record 40 kilometre highway per day was made last year, which will easily cross 50 kilometres per day this year. It is heartening that 22 new Super Expressways as well as Highways under Sagarmala and Bharatmala Projects are being constructed on a large scale in the country. Along with this, a network of roads is also being laid in the strategically important remote border areas of the Himalayas for which large-scale funding is required.

Road has been the first priority during the 8 years long tenure of Hon'ble Prime Minister Shri Narendra Modi and Hon'ble Shri Nitin Gadkari ji. In fact, this is a major part of the Central Government's ambitious project 'Gati Shakti'. In the year 2014, the budget of the Ministry of Road Transport and Highways was just Rs 24,708 crore, which has now increased to Rs 02 lakh crore. For this, we are thankful to Hon'ble Prime Minister; Hon'ble Finance Minister and Hon'ble Minister of Road Transport and Highways.

It is not hidden from anyone that the expenditure incurred in the Highway sector give boost to the economy and also increase the tax collection for the Government, which play important roles in the country's economy.

The Central Government has a plan to prepare a road network of 25,000 kilometres which include roads under Bharatmala Project, Green Corridor, Economic Corridor and Expressway etc. Apart from this, about 16,000 kilometres road network will also be prepared by the Ministry of Road Transport and Highways.

I would like to strongly support the demands for Grants of the Ministry of Road Transport and Highways and draw the attention towards National Highway No. 24 (Bareilly-Shahjahanpur-Sitapur) passing through from my Parliamentary Constituency, Shahjahanpur.

In the construction of the said Highway, the executing agency in connivance with the concerned engineers is not only grossly misusing the Central Funds by using substandard material bypassing the standards laid down for the construction material, but also severely harassing and exploiting the contract workers engaged in the road construction work.

In this regard, I had also personally met the Secretary, Ministry of Road Transport and Highways on March 08, 2022 and while giving a detailed letter to him, requested that a high level Central Technical Committee should be set up at the Ministry level. By conducting an inquiry into the entire episode, strict actions should be taken against the executing agency and the alleged guilty engineers engaged in the construction work of National Highway No. 24. Along with this, clarification of all the points raised by me in this regard should be submitted separately. I had also written a similar letter to the Chairman, NHAI.

However, I have not received any information about the progress made in this regard so far.

Hon'ble Minister is requested to get the following points related to National Highway No. 24 passing through my Parliamentary Constituency investigated at the Ministry level and ensure to take an action against the said execution agency and the officers responsible.

What is the latest status regarding the four-laning of National Highway No. 24 (Bareilly-Shahjahanpur-Sitapur)?

How much money is likely to be spent on this work?

Dates on which tenders have been floated for this? and

The dates on which the work in response of these tenders were awarded to these execution agency?

How much money has been spent location-wise for the maintenance, repair and renovation of this road during each of last 5 years and what has been the status of the quality of the work?

Date by which this road is likely to be converted in to four-lane?

What are the reasons for delay in this regard?

Time by which the repair work of the said NH, particularly the stretch passing through Shahjahanpur Parliamentary Constituency is expected to be completed and how much amount will be spent for this purpose?

What was the prescribed date for the construction of this road and what was its estimated cost at that time?

How many times the construction cost of this road has been increased so far along with the amount increased?

What are the reasons for the delay in completion of the above said road and who is responsible for it and what action is likely to be taken against them?

What are the details of the steps taken so far to get the construction work of the road done quickly and on time?

What is the quality of the material used in the construction work of this road?

On which dates complaints regarding the use of substandard material in the construction work of this road and misuse of central fund by alleged irregularities have been received?

Has the quality of the material used in the construction work of the road been checked from time to time by constituting a high level Central Technical Committee?

On what dates has it been examined and what are the details of the deficiency found in the quality of the material used for construction?

What steps have been taken to check the quality of the material used in the construction of the entire road by constituting a technical committee, in order to ensure that the quality of the material used in the construction work of the road is as per the standard?

Traffic remains blocked on the above said National Highway for many hours and due to no separate lane at the toll gates for vehicles like ambulance, fire brigade, police etc. to pass through, in case of emergency, these vehicles also remain stuck in traffic for many hours. Therefore, what steps have been taken to get rid of the problem of traffic jam at the toll gates and to make a separate lane for the said vehicles, in case of emergency.

Due to the poor quality of the fast tag sensor/system installed by the toll company on the above said National Highway, it takes a long time to scan.

What action has been taken till date so that the traffic is not blocked unnecessarily?

On the National Highway No. 24, the toll company is also not taking proper care of the plants on the dividers, due to which the lights of the vehicles of the one lane disturbs the vehicle on the other lane and a possibility of accident is increased. What measures have been taken for proper care of the plants on the dividers?

On the National Highway No. 24, the road is slightly sunken at many places and there is not only lack of white strip and signage etc. on the road, but there is also lack of proper arrangement for painting of the white strip. Due to which the probability of accident is high. Who is responsible for this and what action has been taken against them?

Keeping in view the heavy traffic on the said National Highway, what is the progress made so far regarding the construction of Railway Over Bridge near Hulas Nagla and at Bareilly Mode, Shahjahanpur Road respectively?

Are all the contract workers employed in the construction work of National Highways are being given various facilities including social security like E.S.I., P.F., as per labour laws?

Are all the contract workers employed for the construction work of National Highway No. 24 (Bareilly-Shahjahanpur-Sitapur) being given all the facilities including social security like E.S.I., P.F., as per labour laws by the contract company?

Whether all the workers employed on contract are being paid their salaries on time by the said contract company?

Is the amount of PF transferred to the account of the contract workers on time by the said contract company? Contract labour-wise copy of PF statement of all these workers should be provided.

How many labourers are working on contract on National Highway No. 24, category-wise, and the date since they are working there and the nature of job they are engaged in, as on date?

A separate list of names, addresses, mobile numbers, Aadhar card numbers, ESI card numbers, PF numbers, etc. of the contract workers engaged in the construction work of National Highway No. 24 should be provided.

To what extent the NHAI is responsible to these contract labourers?

How much salary is given per month to the contract workers engaged in the construction work of National Highway No. 24 and at what rate this salary is given? Whether this rate is fixed by the State Government or the Central Government? Whether it is minimum wage or more than that?

Is there any provision of gratuity for these contract labourers?

How many fatal accidents have happened on the said National Highway No. 24 as on date, place-wise and date-wise? Please, give a list of the contract workers who had an accident and the compensation paid to them?

What is the arrangement of treatment if any contract labourer engaged in the construction work of National Highway falls ill and how many labourers engaged in the construction work of National Highway No. 24 fell ill during the last five years, month-wise and what assistance was provided by the contract company of National Highway, Bareilly-Shahjahanpur-Sitapur. A list should also be provided.

The date-wise complaints filed by the contract workers engaged in the construction work of National Highways regarding the problems faced by them, as on date, during the last three years, and the types of these complaints and the number of complaints which have been redressed and the number of complaints which are still pending as on date and the reasons therefor?

My parliamentary constituency Shahjahanpur is a very backward and scheduled caste majority area. The roads in the backward areas of the constituency are dilapidated. Therefore, funds should be allocated from the Central Road Fund for the construction of roads in backward areas of my parliamentary constituency.

In conclusion, I would like to once again express my heartfelt gratitude to Hon'ble Prime Minister, Shri Narendra Modi Ji, Hon'ble Finance Minister Smt. Nirmala Sitharaman Ji and Hon'ble Minister for Road Transport and Highways, Shri Nitin Gadkari ji and I strongly support the Demands for Grants of the Ministry of Road Transport and Highways presented in the House by the Government and also request that by considering all the above facts sympathetically, positive action should be taken for the all-round development of my parliamentary constituency which is a very backward and scheduled caste majority area.

* **SHRIMATI RITI PATHAK (SIDHI):** I express my thanks to Hon'ble Prime Minister Shri Narendra Modi and Hon'ble Road and Transport Minister Shri Nitin Gadkari under whose guidance and leadership the traffic system in the country has been strengthened.

* Speech was laid on the Table.

Since 2014, after the formation of the BJP government led by Narendra Bhai Modi ji at the Center, there has been an unprecedented change in the roads of the country, roads are being constructed at a fast pace and a historic target has been set in this budget as well.

I want to share an incident - there is a complete lack of traffic control in my Parliamentary constituency. The nearest airport from my constituency is Varanasi. Earlier, when I had to go to Banaras, it used to take 6 to 7 hours, but due to construction of road from Hanumana to Aurai and Aurai to Kachhwa, now this distance is covered in 3 to 4 hours. The condition of the Sidhi-Singrauli road (National Highway No. 39) which is pending for years was extremely dilapidated due to the negligence of the then construction agency, but on my repeated request, the Hon'ble Minister handed over the construction work to the new agency which is carrying out the construction at a fast pace.

Likewise, I would like to request that after the completion of the current work on the Sidhi-Singrauli road, it is necessary to construct 6 lanes of the entire highway (Rewa-Ranchi, Via-Sidhi, Singrauli) National Highway No. 39. I would like to request the Hon'ble Minister that the said work should be included in the budget 2022-23, as a result of which the work of 6 lanes can be started soon. It is known that Singrauli district of my constituency Sidhi is an industrial district and due to that it has a lot of commercial traffic.

I also want to thank Hon'ble Prime Minister Shri Narendra Modi and Hon'ble Road Transport Minister Shri Nitin Gadkari ji because under Bharatmala project costing Rs. 5.35 Lakh Crore, contracts of more than 13000 km length have already been awarded out of which 3800 kms of roads have been constructed. By March 2022, the government will also give contracts for

8500 km long roads. With this, the Government will complete the construction of 11,000 km more long National Highway corridors. Several more economic corridors are being planned to further expand the road infrastructure. The Union Government has provided an expanded outlay of Rs 1,18,101 lakh crore for the Ministry of Road Transport and Highways in the Budget 2022, of which Rs 1,08,230 crore is for capital expenditure, the highest ever. This decision is commendable.

I would like to inform the Hon'ble Minister that Rewa to Shahdol is currently a State Highway, but if a 4-lane road is constructed by giving it the status of a National Highway, then the total time taken by commercial vehicles going to Chhattisgarh will be very less, as a result of which the traffic cost will also be reduced and the residents of the area will also be benefited.

I would like to apprise the Hon'ble Minister of some important demands of my Parliamentary constituency - Rewa-Ranchi via Sidhi, Singrauli (National Highway No.-39) should be converted into a 6-lane road. The construction work of the new National Highway from Katni to Bargawan should be started after the due approval. The Rewa-Shahdol road should be constructed by giving it the status of National Highway. Bahri (National Highway 39) to Hanumana (Jabalpur-Banaras road) via Amilia should be declared a National Highway and a 4-lane road should be constructed. Morba (Singrauli) to Ghoraval, via Chitrangi should be declared as National Highway and constructed accordingly. As a result of which the travel time from Singrauli to Banaras and Prayagraj will reduce. An over bridge should be constructed at the Bargawan railway crossing of National Highway No. 39. Construction of the sanctioned bridge on Son river in Bichi village of Singrauli district should be

done at the earliest. Two-lane road should be constructed from Mayapur to Laua of Sidhi district via Barhat and Chitrangi of Singrauli district to Ghorawal of Uttar Pradesh and two lane road should also be constructed from Churhat of Sidhi district to Sihawal Bichi via Amilia from Central Road Fund.

Jai Hind

[English]

***DR. T. R. PAARIVENDHAR (PERAMBALUR):** I would like to express my views on the demands for grants under the Ministry of Road Transport and Highways for the year 2022-2023.

This Union Budget allocated Rs. 1,99,108 crores to the Ministry of Road Transport and Highways which is the highest increase among all ministries in this budget 202223, nearly Rs 68,000 crore (58%) more than the revised expenditure in 2021-22.

First of all, I would like to appreciate the Hon'ble Prime Minister for allocation more budget to the Ministry of Road Transport and Highways to undertake various infrastructure projects across the country. Because, it is essential that necessary basic infrastructure and road/highways connectivity for country's overall developments. National Highways plays a vital role in connecting various parts of the country from Kashmir to Kanyakumari for transporting goods and services from one part to other parts of the country either in the forms of raw-material or finished goods through which lot of employment and income generated throughout the year.

* Speech was laid on the Table.

In this budget, the allocation towards roads and bridges is Rs 64,573 crore. This is a decrease of 2% over the revised estimates of 2021-22. During the 2020-21 Budget, the Hon'ble Finance Minister announced for the development of 3,500 km National Highways in Tamil Nadu.

During the Budget Speech 2022-23, the Hon'ble Finance Minister announced that by March 2023, the NH network will be expanded by 25,000 km.

To achieve the target of expanding the NH network by 25,000 km, construction pace will have to be about 68 km/day. This is 87% higher than the pace in 2020-21 (of 36.5 km/day). The length of the National Highway network has increased from 91,300 in March 2014 to km in December 2021.

The Committee on Public Undertakings (2017) had noted that from 1995, till June 2016, out of the total 388 projects completed, only 55 projects were completed on or before time.

Delays in the completion of the projects were mainly attributed to: (i) the long time taken in land acquisition, and obtaining environment and forest clearances, (ii) poor performance of concessionaires due to economic slowdown, (iii) cash flow problems, and (iv) law and order issues.

The Committee on Public Undertakings (2017) also observed that farmers who were entitled to lesser compensation under the older law, have been approaching courts for increased compensation. This has further delayed the land acquisition process and added to the cost of projects

I would like to draw the attentions of the hon'ble Union Minister to the following few points for immediate interventions and necessary actions -

- a) Recently, the hon'ble Union Minister has made some adverse remarks about the non-cooperation from the Govt. of Tami Nadu in giving environmental clearance for the various highways projects which resulting in delay in execution of the national highway projects in Tamil Nadu. In this regard, I would like to emphasise here that the present Government of Tamil Nadu headed by Thiru M.K. Stalin, is very keen and took personal interest to expedite any work promptly. Further, Tamil Nadu State is a pioneer state and forefront in all fields in the country particularly in education, road connectivity, power production, and electricity connectivity across the state, various infrastructures developed and executed.
- b) The Government of Tamil Nadu attract more investments within the State and abroad because of the innovative method, quick process in giving clearances including environmental clearances to start various new ventures in the state.
- c) During the 2020-21 financial year, the Union Ministry has announced that developing of 3500 KM of National Highways in Tamil Nadu, but the Project length of 125 km is only completed and 2213 km is ongoing.
- d) Developing of flagship corridors of Bengaluru-Chennai Expressway, 278 km has been initiated in the 2020-21 financial year and the construction began in 2021-22 financial year. But the complete corridor of 262 km has been awarded in the month of September, 2021. I request the Hon'ble Minister to expedite the project at the earliest.
- e) The Union Government has announced in the 2020-21 budget that the Chennai-Salem corridor of 277 km expressway. The construction would start in 2021-22. But this flagship project is in pre-construction stage with studies undertaken like social impact assessment (SIA) to analyse and create proper

alternative as per guidelines of the Supreme Court. I request the Hon'ble Minister to take necessary action to complete the said corridor project as early as possible for the benefit of the People of Tamil Nadu and overall development of the Economy of Tamil Nadu and India.

- f) The Hon'ble Chief Minister of Tamil Nadu has recently requested the Hon'ble Union Minister to convert 06 State Highways into National Highways for the better development of road connectivity, service and maintenance. I request the Hon'ble Union Minister to give due attention and importance to the request of our Chief Minister and take necessary action to accede his request.
- g) In the recent past, many accidents occurred in National Highways across the country were due to lack of proper maintenance of roads and not keeping the existing road in good working condition for proper functioning of traffic. Even after various measures being taken by the union govt. to maintain National Highways properly to avoid any accident and to reduce the petrol consumption of vehicles and it prevents the wear and tear of vehicles tyres.
- h) The Ministry is executing various projects under Bharatmala Pariyojana in various states, but there is no projects under the Bharatmala Pariyojana is been executed in Tamil Nadu. So, this projects to be reviewed,
- i) Many land including cultivable agricultural land had been acquired from the private land owners by the Ministry for execution of various highway project across the country, but the Ministry had not provided neither proper/due compensation to them nor any employment to their children. So, Union govt. must give proper attention to this issue and solve the problem.

- j) The National Highways Authority (NHA) has started preparations for the construction of a six-lane expressway road between Surat and Chennai after a long delay as the announcement for this project was made in 2019.

I request the Hon'ble Union Minister to allocate necessary fund to complete the project at the earliest.

- k) NHAI (National Highways Authority of India) is the sole authority to construct, maintenance and repair the NHs across the country. At this juncture, I request the hon. Union Minister to switch over the responsibility of maintenance and repair of those NHs falls under the jurisdiction of the concerned state be given to the respective state government to enable proper and timely repair by state Highways department without any delay and Union Govt. should allocate recurring budget every year to the State Government.
- l) My Perambalur parliamentary constituency is a backward constituency and 70% of the people is agriculturists. To export agricultural products and sugarcane to other parts of the State and country, a good road transport connectivity is essential. So, I request the Hon. Union Minister to take necessary action to construct either a new NH or merge some NHs with State Highways passing through my constituency.
- m) Further, the Ministry also deals with matters relating to road transport, safety and vehicle standards through the implementation of the Motor Vehicles Act, 1988. At present, the duty of the traffic police across the country to man and manage the traffic only.
- n) As I already mentioned earlier, many accidents occurred in National Highways, but the traffic police don't have any right to lodge an FIR and proceed the case further. Only the Civil Police personnel of the concerned area has the right to

investigate the case. It will further delay the case. So, I request the Hon. Union Minister to amend the said Motor Vehicle Act accordingly to give the power to Traffic Police to investigate the road accident case.

- o) In the country, there are so many number cases for compensation for road accident victims are going for many years in the civil courts in various courts. I request the hon. Minister to establish a separate Tribunal in each State exclusively to investigate the road accident case to award proper compensation to the family members of the accident victims.

With these words, I conclude my speech.

[Translation]

***SHRI RAJENDRA AGRAWAL (MEERUT):** Under the guidance of Hon'ble Prime Minister and the leadership of Hon'ble Nitin Gadkari ji, the work done in terms of comprehensiveness, quality and speed in the last seven years in the field of road construction and transport, is incredible. All the Hon'ble Members representing different parties have praised respected Shri Nitin Gadkari ji for this. Elected members from every part of the country have expressed their gratitude for the construction of roads by the Ministry in their respective areas. Be it the border areas, be it Jammu & Kashmir, be it the inaccessible hilly areas or be it the paths crossing the forests, from north to south and east to west, our country seems to be developing in all directions. The vision of the Hon'ble Prime Minister Shri Narendra Modi for the overall development of the country is reflected in the all-round expansion of road construction under the leadership of Honorable Nitin Gadkari. It is very important from the point of

* Speech was laid on the Table.

view of economic development of the country, making the country self-reliant and from the point of view of the security of the country.

I myself also heartily thank Hon'ble Prime Minister Shri Narendra Modi and Honorable Minister for Road Transport and Highways Shri Nitin Gadkari, Minister of State in the Ministry General V.K. Singh ji and the entire department, on my own behalf and on behalf of the people of my constituency. Also, I would like to express my gratitude while congratulating them.

Meerut is the largest metropolis of Uttar Pradesh in the area falling in the National Capital Region and is the headquarters of Western Uttar Pradesh. NCR was formed in 1985, since then it was expected that all the cities coming in NCR would be connected to Delhi by express routes so that the traffic of Delhi could be reduced a bit. Discussions were made, promises continue to be made but nothing happened.

I had the privilege of becoming a member of this august House in 2009. I continuously raised the issue of Meerut-Delhi connectivity in the Parliament. About 75 questions were raised regarding connectivity and met the concerned Hon. Ministers many times but got nothing, apart from verbal assurances. I made a lot of efforts for five years, but I could not reduce the travel distance from Meerut to Delhi. Hon. Speaker Sir, a miracle happened in the country, it was also a miracle from the point of view of the development of my own parliamentary constituency. In 2014, the Government was formed under the leadership of Hon'ble Narendra Modi Ji and Shri Nitin Gadkari Ji got the responsibility of the Ministry of Road Transport and Highways and on December 31, 2015, Hon'ble Prime Minister, Shri Narendra Modi Ji laid the foundation stone of the Delhi-Meerut Expressway. The people of the

constituency were witnessing the construction going on at a fast pace on the works whose foundation stone were laid across the country and I still remember the enthusiasm on that day due to the belief that the travel distance from Meerut to Delhi would be reduced soon. The dream of the people of Meerut turned into reality on March 20, 2021 and the country's first expressway of 16 lanes was completed, despite the reluctance of the then State Government to acquire the necessary land for road construction from 2014 to 2017 and the hindrance of the global pandemic of Corona and the travel time from Meerut to Delhi has reduced to less than an hour. Hon. Shri Nitin Gadkari ji and Hon. General V. K. Singh ji used the same Delhi-Meerut expressway to formally inaugurate the expressway on 23 December, 2021. There were two scheduled programmes during the travel otherwise the net travel time from Delhi to Meerut was only 50 minutes. The people of Meerut were expressing heartfelt gratitude to Hon'ble Prime Minister Shri Narendra Modi Ji and Hon'ble Road Transport and Highways Minister Shri Nitin Gadkari Ji. The doors of development of Meerut opened that day.

On last January 2, the Hon'ble Prime Minister had a program in Meerut. The Prime Minister had to reach Meerut to lay the foundation stone of the first Sports University of Uttar Pradesh. The weather was bad, his helicopter could not take off Hon. Speaker Sir, Hon'ble Prime Minister took the same Delhi-Meerut expressway to reach Meerut and arrived at the famous Shri Aughadnath Temple, from where the revolution of 1857 originated, 10 minutes before the scheduled time, in just fifty minutes. Hon'ble Prime Minister mentioned this in his speech and congratulated the people of Meerut. Not only this, the roads leading from Meerut and Hapur in each direction in my

constituency i.e. Meerut to Hapur, Meerut to Bijnor, Meerut to Muzaffarnagar-Haridwar, Meerut to Baghpat, Hapur to Moradabad, Hapur to Bulandshahr and Hapur to Delhi have been declared as National Highways. The Ring road for Meerut has been approved. The work on some of these has been completed and on the rest is going on at fast pace. In the next two years, the entire scenario of Meerut will change. Meerut will get multiple connectivity and the entire constituency will be greatly benefited in terms of economic development. I once again express my gratitude to Hon'ble Prime Minister Shri Narendra Modi Ji and Hon'ble Shri Nitin Gadkari ji and support the Demands for Grants.

HON. SPEAKER: Hon'ble Minister.

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI NITIN JAIRAM GADKARI): Hon'ble Speaker Sir, about 74 Hon. Members have expressed their valuable thoughts and suggestions on the Demands of Grants for the Ministry of Road Transport and Highways. I am especially grateful to them and want to assure the House that their experiences and the good suggestions will be accepted, used and implemented while working.

Hon. Speaker Sir, I often says that our roads are linked with our prosperity. Ever since I've been working in this sector, I always remember a quote from John Kennedy. He had said, *[English]*

“American roads are not good because America is rich, but, America is rich because American roads are good.”

[Translation]

Keeping in view the resolution taken by Hon'ble Prime Minister, Modi Ji to make India self-reliant, happy, prosperous and powerful, I want to assure this House that India's Road infrastructure will be at par with America before

the year 2024. I want to assure the House in this regard. I know, this will result in employment generation, growth and increase in the employment potential, agricultural growth and tourism.

I would like to inform Farooq Sahab that in Jammu and Kashmir alone, we are currently doing works worth 60 thousand crore rupees. Zojila tunnel is being built. I got opportunity for the first time, the Kashmir is really a paradise, it is so beautiful. Baba Amarnath's cave is visible from Kargil hill. I was inspecting the tunnel from there. There were so many difficulties in coming from Ladakh and Leh to Srinagar. Z-Morh tunnel is nearing completion. 1000 people are working inside Zojila tunnel presently. They are working at the minus 1 degree temperature. Its completion date was in the year 2026. I told them to complete it before the year 2024.

I think it will be a historic work. Before coming to Ladakh and Leh, we come from Shimla to Manali. There is Atal tunnel in Manali. Earlier it used to take three and a half hours, now it takes only 8 minutes. After coming out of the Atal Tunnel, the Himalayas are so beautiful that I could not fully absorb that beauty in my eyes. Four tunnels are being built to reach Ladakh and Leh a Z-Morh tunnel from Ladakh and Leh to direct Kargil and from Z-Morh to Srinagar and a large Highway from Srinagar to Jammu are being built. Five tunnels are there in the Highway. A lot of work has been completed.

Hon. Speaker Sir, today I am happy to inform that apart from Jammu to Srinagar, the work on Delhi-Amritsar-Katra Expressway has started. Now the work of Kashmir has also been awarded. Srinagar to Katra to Delhi via Amritsar road will be linked to the Delhi-Mumbai Highway.

I want to assure you that there will be direct connectivity from Ladakh and Leh to Srinagar and from there to Mumbai. I assure you that, before the end of this year, efforts will be made so that one can reach Mumbai from Srinagar within 20 hours.

It is a matter of happiness for us that the target of travel time from Delhi to Jaipur in two hours, Delhi to Haridwar in two hours, Delhi to Dehradun in two hours, Delhi to Amritsar in four hours and Delhi to Mumbai in twelve hours will be realized before December this year. It is not like the work is being done here only in the country. Chennai to Bangalore road is also being constructed. It's travel time also will be two hours. It's a long list.

I would like to assure the Hon'ble Members. Our Government came in power in the year 2014. I am not contradicting Hon'ble Adhir Ranjan ji. I am just stating the facts. His Government approved Zojila tunnel Project. After approval, the tender was held four times. First time the tender was rejected. Second time, the tender was awarded to ILFS. When ILFS collapsed economically, the tender was terminated. Then, the tender was floated for the third time. There was a problem in that also because the project cost had increased by twelve thousand crore rupees. The matter had to refer to the Cabinet. I did not understand why the project cost had increased?

I do not take credit for this alone but our officers have also contributed in it. There is an organization named ASSOCHAM in Delhi which works for industry and business. I asked them to conduct a one-day workshop on this matter.

We called people from Norway and from all over the world. Regarding the technical and financial qualification, I am neither a chartered accountant

nor an engineer. We built Worli-Bandra-Sea link in Mumbai, Expressways and highways so I had some experience of this field.

I said that the cost of this tunnel was exorbitant. We changed its technical qualification. We encouraged Indian contractors. Its estimated cost was Rs. 12,000 crore. Today, I am happy to inform you that we have done work worth Rs 50 lakh crore.

I humbly and with confidence would like to inform this House that if there is a slight mismanagement here, you would come to know. You will find not a single contractor who had to meet a Minister to get his contract approved during the completion of this Rs 50 lakh crore contract. Let me know any such person if such one is in your knowledge.

The system is transparent, time bound, result oriented and corruption free. I am happy to inform you that one company won the contract in this tender. Five companies applied the tender and, through the competitive bidding, Megha Engineering Company of Hyderabad won the tender. Hon'ble Farooq sahib, in this single project only, our Government saved 5,000 crore rupees as far as the estimated cost is concerned. We showed the efficiency to everyone by completing this Project.

Hon'ble Speaker Sir, I would like to inform you that we have built many bridges on the Ganga River. We have built as many bridges as were demanded. The number of bridges we built on the Ganga River during the last seven years were as many as built since independence until our Government came to power. Hon'ble Lallan Singh ji is sitting here. He says that we accept all demands. Brahmaputra River is huge as an ocean. We have accepted the demand to construct as many bridges as it is demanded by our Hon'ble

Members. The Hon'ble Member mentioned about Majuli. I made a mistake. I went to Majuli to campaign for Sonowal ji. Sonowal ji was the Chief Minister at that time. He was nudging me to announce construction of a bridge there. I said "I do not have any background knowledge about it including the cost." I told that he was forcing me. He requested me to announce this bridge so that he could win the election, otherwise he would lose the election as people were angry there. Here 'blackmailing' word would not be appropriate but emotionally, he compelled me so much that when I went to the public meeting there, I announced the construction of Majuli's bridge. When I came back to Delhi, the officials asked me whether I had any idea about the estimated cost of that bridge. I showed my ignorance. They said that it would cost Rs. 6000 crore. After hearing it, I was in fix. How could we allocate Rs 6000 crore for a single bridge?

Hon'ble Speaker Sir, I would like to tell you that this work has been completed excellently. We have brought new technology. Although, we consume only 40% of steel and cement, yet their prices are increasing in the market. If I have my way, I will eliminate the use of steel and cement from the road construction so that it is available for other purposes. A new technology has been introduced in Singapore and Malaysia. Do you see these two beams; the distance between them is 30 meters and it is same for metro rails and everywhere else.

With the new technology, the distance between two pillars can be extended up to 120 meters. The beam that is placed above the pillars is casted in steel fiber. We made it mandatory and brought in new technology. We tried to bring in the world's best technology here and floated the tender for Majuli

Island. I am happy to inform that the bridge having eastimated cost Rs. 6,000 crore was awarded to the UP Corporation for 680 crore rupees. The UP Bridge Corporation is still working there. I'll go for its opening ceremony may be in a year or so.

Hon'ble Speaker Sir, our endeavor has been to reduce the cost of construction and improve the quality. While doing all these things, sometimes many people expressed concern that what will happen to NHAI as it is under a lot of debt. I find it difficult to tell you the whole truth as if I ever tell and you start arguing with me from that point of view, I will be in trouble. It was my good fortune that I got the opportunity to built the country's first ever BOT project, Thane-Bhiwandi Bypass, when I was a Minister in Maharashtra. When the Thane-Bhiwandi bypass was built, it became the first toll project. It was not voluntarily but out of compulsion. The compulsion was that the Government did not have money for such a big infrastructure. There could be two solutions for this that either sit idly or else bring money from another source. There is no harm in this. It used to take four and a half hours to go from Delhi to Meerut. We built an 18-lane road from Akshardham. You must be experiencing it every day. I remember, earlier whenever I go from there, I would think that I should never go there.

Hon'ble Speaker Sir, today one can reach Meerut from Delhi in 40 minutes. When I went to Meerut, the people of Meerut told me that they reach in 35 minutes. We go in a Government vehicle and it runs at a speed of 80-90 kmph. They told me that now they go to Connaught Place, have ice cream there and come back, that means connectivity has improved so much. Imagine how much petrol and diesel will be burnt if the car runs for four and a half

hours, but 40 minutes drive is resulting in saving. We charge toll from that money. You will reach Srinagar from Delhi

in eight hours in future. Today, I feel that it is difficult to reach there not only in eight hours but even also in thirty hours. We are making twenty two Green Highways and industrial corridors.

Hon'ble Speaker Sir, if there is any biggest problem of the country, it is the logistic cost. Now, due to the war between Ukraine and Russia, the price of crude oil has increased again. It is a problem for us. Due to this, the cost is continuously increasing. Vegetables and everything is getting costlier because the transport cost is increasing. Logistics cost in China is eight to ten percent. Logistic cost in USA is twelve percent. European countries have twelve percent logistic costs. If a truck leaves from here, it takes fifty hours to reach Mumbai. Now, after the construction of the Delhi-Mumbai expressway, a car will reach in twelve hours and a truck in twenty two hours. If, more than half time is saved and machine usage is less, then diesel consumption and logistic cost will be reduced.

Hon'ble Speaker Sir, the port connectivity nodes that we have proposed are also in Gati Shakti. We have taken out 800 nodes. We are connecting not only the district headquarters with four lanes roads but also ports, industrial corridors and industrial clusters. We are also linking fishing and agro processing industry. Naturally, I assure if the Prime Minister's dream of 'Self-reliant India' is to be fulfilled, then exports will have to be increased and imports will have to be reduced. If we want to increase exports, we have to become viable and competitive in the international market. If we want to be competitive, we have to reduce the logistic cost. Therefore, the road

infrastructure is being set up, which was mentioned by the Hon'ble Members. Today, 70% freight and 90% passenger are being carried by road in the country. But, I would like to inform you that the new Green Express highways that are being built; and it means that we have given up construction of the old types of roads. A nice guy from Tamil Nadu is working with me. Previously, he was working in the World Bank. He was very smart and was my student. One day, he told me that 'You see, this road is like this'. On Google, he showed me the road from Delhi to Chennai. He told me to see, how the road is going in a zigzag way. Why are we constructing roads in such a way? It was he, who first gave me the idea and we set up a new Green Highway network. Those who live in Pune, Maharashtra and Supriya ji would also know about the problems of traffic jam and air pollution in Pune and Mumbai. The traffic from all over North India going to Karnataka, Tamil Nadu, Telangana and Kerala now needed not to go to Mumbai and Pune. The traffic which used to go to Bangalore via Kolhapur and Solapur from Pune will now go via Surat Green Express Highway. The traffic will go from Surat to Nashik, Nashik to Ahmednagar, Ahmednagar to Solapur and Solapur to Kurnool. This will reduce the traffic jam in Mumbai and Pune cities by fifty percent. Due to this, the entire south India bound traffic coming from the North will go through Surat. This will reduce the logistic cost and fuel consumption. We are constructing 22 such green express highways. I believe that it will definitely be of great use. This was mentioned by many Hon'ble Members.

One of our Hon'ble Members said that we are giving wrong data regarding the National Highways. The criteria which was being used during the regime of UPA government, is only being followed now. The calculation is that

if we construct an eight lane road, still we count it as one kilometer. When we construct four or six lane roads, even then we count one kilometer. On the basis of that, we constructed 38 kilometer per day road during last year.

Hon'ble Speaker Sir, I am feeling happy and proud to inform you that our Department has made four world records. The first world record is of 38 kilometer per day road construction. We have not produced any false figure in this. The record is actual one. On the contrary, when an eight-lane road is constructed in the western countries, they count it as eight kilometers. We are counting road of eight lane as one kilometer only. The roads have been built on the basis of the system that was in place during the regime of UPA government. *[English]* Thirty-eight kilometer per day road construction is a record.

Second, just one week ago, we constructed road length of 50 kilometers single lane in 100 hours, the longest length of flexible pavement, DBM course road construction in 100 hours. This became a world record. This record happened on the section of Delhi-Vadodara Greenfield alignment in Panchmahal district of Gujarat. *[Translation]* The second record is about 1.38 kilometers, about which I have just told you. This is the second record of construction. A 2.5 km long four lane cement concrete road has been constructed in 24 hours near Vadodara. We have constructed 2.5 kilometer four lane road in just 24 hours. We have completed 26 kilometer single lane road on NH-52 between Solapur and Bijapur section in just 21 hours. I am glad that the technology of the contractors is also improving on a very large scale in our country.

Sir, many Hon'ble Members have raised the issue of quality. I would like to talk with sincerity. The roads that are being constructed now or in the past two, three, four and five years in your Parliamentary Constituencies, tell me whether there is any potholes on those roads. I'll tell you what the problem is. There are some roads yet to be built, but money is spent to repair them. This is also a scam. Every year the same bitumen is applied in the name of road maintenance. Everyone is happy because everyone is benefited each time. You all know this. I have stopped this practice.

I have made 350 kilometer long cement concrete road in my Parliamentary Constituency. Please make a visit to Nagpur someday. You will not find a single pothole there, no matter how much it rains. We have come out with a technology of six inch wide topping. We have used full concrete system. The problem arises where there is black cotton soil. That's why the problem of maintenance is there. An annual plan is made in this regard. Every State used to have a limit for making an annual plan by contributing a fixed share. Then, there are many types of hurdles including the land acquirement. One day I asked the secretary, why does he do all this; we have money; so remove limit. We removed the limit and I asked all the State Governments to send as many proposals as they want. I would approve all these proposals.

One day I went to Madhya Pradesh. A meeting was being held at the house of Hon'ble Shivraj Singh Chouhan. There, the secretary was asking whether I should send this much. I told him to send as many proposals as he could. I would approve all the proposals. Now there is no problem. As far as the old NHs are concerned in this Annual Plan, I request that if NHs are required, you have to send all those proposals. I will do all your work. Now it's

about CRF. But, there is a problem with CRF. The fund of CRF comprises of the cess that is received on the petrol and diesel sale in the States. The fund collected through that cess is CRF. I cannot increase money there under because I can give you only as much cess as I get.

MPs, MLAs and State Governments, everyone speaks on different lines. When there is two kilos of flour to make bread but 2,000 people are there to eat, then a little mess is bound to happen. Today, I am making a new announcement. We have a scheme called 'Setu Bharatam'. This time I would like to thank the Hon'ble Finance Minister that she has given us an additional Rs 1,600 crore in CRF. We have prepared a 'Setu Bharatam' Scheme. We are constructing about 150-200 ROB and RUBs on the National Highways. I have added Rs 1,600 crore to the 'Setu Bharatam' Scheme. Railways and our Ministry work starts after the proposal is received. It does not matter even if it is 1:6 or 1:8 because it takes a lot of time while doing this. Even if 1:6 is taken, it amounts to 8,000 to 10,000 crore rupees.

I am announcing in this House today that under the 'Setu Bharatam' Scheme in your Parliamentary Constituency, be it the ROB of the Municipal Corporation, under the district, under the State PWD, be it anywhere, wherever there is a need to remove railway crossings, you send as many ROB and RUB proposals to me through the State Government, I will make it through 100 percent with Central Government money. You send it immediately, because earlier I was bound that I could only work on NHs. Now, we will make ROB and RUB over NHs with our own money. Whatever is with States...(Interruptions) There is so much mud in the villages of the States, Corporations and Municipal Councils. There is problem of traffic jam. People get fed up with this. I have

also suffered from this. It does not belong to us; it belongs to the States and Municipalities. Don't worry now, send all these proposals, I will approve them all....(*Interruptions*)

I think that all your problems will be solved in the ROB at least at a cost of eight to ten crore. Many people have raised the issue of Plantation. I also do not completely agree about Plantation. I am trying my best for the success of plantation and road safety. There is a district named Rajahmundry in Andhra Pradesh where there are very good nurseries. I made a rule that only three meter height trees should be planted on the NHs, so all the trees in their nursery were utilized. Now, we are also opening nurseries. We have a commitment to ecology and the environment. While working on this issue, I have understood that it is not right to cut trees. That's why the Hon'ble Supreme Court has given us permission for the Chardham Project. We have won the court case to connect Badrinath, Kedarnath, Gangotri and Yamnotri, yet we have decided that we would make 1,000 such contractors ready in the country who can do the transplantation work. We will not cut trees, but will transplant them.

Hon. Speaker Sir, if you get some time anyday, then please note that we are doing Dwarka Express Highway Project at the backside of the Airport with state of art technology. It is a project with a cost of Rs 30,000 crore within the radius of 10 kilometers. Under this project, I have urged not to cut the 12,000 trees planted there.

We have transplanted them successfully. There are various types of technologies available for this purpose and certainly we will prepare 1000 Contractors like this in the country to whom we will pay for every tree and then

we will not cut any tree, but we will transplant them. I just want to inform you this only that we will strive to do this.

Sir, one thing is related to road safety. For this purpose, I need your support as well. You have also mentioned that 11% of the world's accidents happen in India. The people who die in the said accidents are also in India. Every year five lakh accidents take place in India and 1.5 lakh people die . 3 lakh people become disabled, whose hands and legs get amputated. There is a loss of 3 percent GDP. This is a very serious matter. Road engineering is also a reason among this. I take responsibility of my department. For black spots, you have rightly said that the quality is not good in preparation of DPR. Keeping road safety in mind, I have decided that we will close down this outdated system of DPR and bring in project management consultancy. The consultants from across the world ran away from our place. I asked my officer that if you want to have an operation of your heart, then why don't you invite tender to go to Corporation run Hospital and get yourself operated. When you have to get operated, you need a good Surgeon and tender is given to the one who does poor work in preparing DPR. Now we have made a lot of improvement in the matter of preparation of DPR and by making joint venture with the best company and the world's best technology, we are bringing the best successful practice here. I often say that **“Innovation, entrepreneurship, science, technology, research skill, and successful practices are what we name knowledge. Conversion of knowledge into wealth is the future.”** That's why many of our people are doing good work in the field of technology. IITs are doing well, our engineers are doing well, our startups are doing well.

You gave me suggestions yesterday, out of which I have accepted two suggestions.

Perhaps Srinivas Patil ji had said that whoever has an Aadhaar card and if there is a toll there, he/she should be issued a pass immediately after seeing the Aadhaar card. I have accepted this suggestion. Wherever such tolls have been made and where the local people face problems, then toll workers will issue passes with the help of Aadhaar card. Second thing is that toll does not come in between 60 kms, but it is functional in some places. I assure the House today that this wrong work is being done, it is illegal. An Honorable member has argued with me for this, so I am informing you that within three months there will be only one toll block within 60 kilometers and if there is another, it will be closed. We should not trouble people. In the matter of road safety today, we have taken several measures to improve engineering of roads. I am also the Minister of Automobile industry. Many industries got angry with me because I made six airbags mandatory even in the economy model. They said that this will escalate the cost, so I said that if the cost increases, then let it increase. If the poor dies then let him die and save the rich, is it like this here? After this, we have made it mandatory in this country that in the economic model, be it the smallest Nano model, six airbags will be installed in every vehicle, so that our people do not lose their lives.

Hon. Speaker Sir, there is so much improvement in the vehicles right now, I am going to tell about it later, but one thing is certain that along with road engineering, there is a great need for education too –There is no respect for 'Rule of the Road Regulations' and there is no fear either. When I was a Leader of the University, I remember and am ashamed to say that I was

contesting for the Chairmanship of the Students' Union, then there was no money, no petrol, no diesel, no car, only a scooter – Vijay Scooter. I used to tell my four friends particularly the fourth one to sit on the tyre properly and put his hand on the number plate to cover it. When the policeman whistled to issue a challan, he could not see the number at all. Now I remember that day what mistake we were doing then. Today the situation has become such that even today no one follows the green signal or red signal. I have constituted a Committee under my chairmanship, every Member of Parliament will be the Chairman of that Committee in the district, the Collector will be its Board secretary. Accident is called 'Apghaat' in Marathi. Supriya ji is sitting here, there was a Jaisinghpur bypass on the Pune-Kolhapur road. I was a Minister. At one place, 150 people had died, but the Government had not made any reforms. That's why we have made arrangements in such a way that you express concern about the number of accidents that happen in your district, in your constituency and pay a visit. You can call the Collector, SP, Commissioner etc. who are all in your committee. Give notice to corporation, NHAI, state officials that people have died here, if next time someone dies you will be responsible for that, so rectify that. Why will they not improve? You call RTO. RTO people are angry with me because I have digitized 18 services of RTO. Now there is no need for them to go to RTO, but call them on this matter. You are the Chairman of that committee, hold meetings every month. We have a member of Rajya ocataract operations, very nice person. I told him that I will make him the Working Chairman, then he said that I do not get time. Let me tell you that there are so many meetings every month, so many spots are cleared and they are taking action everywhere. I request all of you with folded

hands that not many people die in a fight, so many people, not many people die with Covid as compared to road accidents in which 1.5 lakh people are dying and 65 percent of the people who die are in the age group of 18 to 45 years. These are young people. Day before yesterday there was an accident at our place. I am sorry to inform and the Honorable member would be knowing. Ramdas Tadas ji of Wardha is sitting here. Some children went to the village dhaba in his constituency, had food there and while coming from there, those seven children, smart boys of MBBS Part-1, their car was coming at a speed of 140 km, their whole car fell off a bridge and all those seven children died. I request you that this matter cannot be resolved without the cooperation of the public, without the cooperation of the people and without the cooperation of the public representatives. No matter how much the fine is increased, the new Motor Vehicle Act has just been approved with your cooperation, action is being taken, but I request you that your cooperation is needed to prevent accidents in the coming times. Day before yesterday I had replied that we have such a bureaucratic system that a black spot of an accident is identified and then this information is sent to the Central office. I said – **'Nothing doing.'** If there is such a black spot where two accidents have happened, then our RO and Chief Engineer will do work worth Rs.50 crores to improve it immediately and fix it immediately. It will not happen that people keep dying and we keep watching. I request you that road safety is a very big issue. What to tell, whether to tell something good or not to tell, I am hesitant... *(Interruptions)*

SHRI KOMATI REDDY VENKAT REDDY (BHONGIR): The death toll on the highway is the highest in Telangana...*(Interruptions)*

SHRI NITIN JAIRAM GADKARI: Yes, that is correct. I had organized a meeting day before yesterday for the road to Vijayawada. Same is the situation on Vijayawada to Hyderabad road. This is happening in Andhra Pradesh, Telangana, and Karnataka etc. Tamil Nadu is the only State which has reduced 50% accidents and 50% deaths with the help of World Bank. The day before yesterday the Vice President of the World Bank came to me, the Asia Head, Juke ji also came and I asked him to implement the Tamil Nadu model in the whole country.

Today, I am happy to inform that we are launching a scheme of worth 14 thousand crore rupees, with 50% share of the World Bank and ADB and 50% of the Government of India soon in which we will provide funds to improve the black spots on State roads, even on city roads so that the death of people in accidents can be reduced. I have also been a victim. I have broken my leg at four places, even in police protection. I, therefore, request the Hon. Ministers in the government that first they should get their driver's eyes checked. They suffer with cataract. When I was a Minister in Maharashtra, 40 percent of the drivers were suffering from cataract. There was a Minister in the Central Government, his driver was blind in one eye and was still driving. A Chief Minister told me that his driver was blind in both eyes and drove by sound. I will not name him....*(Interruptions)* I request you all to get the driver of the vehicle examined by a good doctor....*(Interruptions)* We absolutely do not want a drunken driver....*(Interruptions)*

I think, it will not be done without your support and without making them aware. It will be done on the basis of the four things i.e. success model of Tamil Nadu, engineering, education emergency and the most important thing,

the implementation of the laws we are making, the support of the World Bank is also being received. So, I am told in many places in India, I never ask questions, journalists ask crooked questions, so I ask them to raise their hands, who have got driving license after passing driving test in RTO office. I will not ask this question here that how many people here have got license through due process, probably not all people will be able to raise their hands. I am not going to ask the embarrassing question. ...*(Interruptions)* Right now, it is discussed in the world that one can get license easily in India. They don't recognize our license. State Governments should also be cooperated with in the coming times, I would request you.

Hon. Speaker Sir, I would specially request you for one more thing that the pollution due to diesel is also a problem. I've been after this for 15 years. I would invite you to come over to my house next week. I'll drive you around in a hydrogen car. Now the day is not far when we will be using green hydrogen. There are three-four types of hydrogen, black hydrogen is made from coal, brown hydrogen is made from petroleum and green hydrogen is made from water. Transport Ministry has taken a special initiative that instead of petrol diesel, we will switch to Ethanol, Methanol, Biodiesel, BioCNG, BioLNG and Green Hydrogen and Electric.

I request all of you, it is very easy task. There is dirty water, sewage water everywhere in the municipality and the municipal corporation. I have been making efforts for seven years. I sell sewage water of my parliamentary constituency to the Maharashtra Government. You will be surprised to know that we get three hundred and twenty five crore rupees a year by selling sewage water. After treating that water, there remain solid waste management

of the waste i.e. glass, metal and organic. It is used in roof top solar and generating wind mill, like in Gujarat, by segregating it. 70 percent of the cost is of power in generating green hydrogen. Hon. Minister of Power is also taking a lot of initiatives. He is going to help a lot in future. If we get power directly from there, we will be able to generate green hydrogen from water which has to be pressurized up to a specific bar. The generator will run on ethanol. The hydrogen will be the cheapest fuel. I have been trying for this ever since when I was the President of BJP. People used to laugh at me. I used to talk about Ethanol and Bio-fuel. Now everyone has started talking about it. Perhaps, there must have been some deficiency in my explanation; perhaps I could not explain it.

Today everyone feels that this should happen, because petrol and diesel are not in our hands and they are causing pollution. That's why I would request this House that initiatives should be taken on green hydrogen in their respective constituencies. Hon. Singh Saheb is bringing a scheme for it. Indian engineers have worked on the electrolyser. I could not attend the inauguration ceremony of it held in Bangalore. There are four engineers from America, they have also made electrolyzers. It is worth 1 crore 20 lakh rupees. It will be made in every district and rooftop solar energy will be generated by treating waste water. Our basket has 38% solar power. We are not talking about generating power from coal. Solar Power, Hydro Power and Nuclear power, etc. different types of energy sources are there. We should utilize all types of alternative green energy because energy from coal is not good. We import petroleum energy. We should not be energy importers, but we should become energy exporters, this is the wish of the Hon. Prime Minister. That's why the hydrogen

mission of three thousand crore rupees has been announced. The Prime Minister has announced it from the Red Fort. If all the Hon. Members focus on it, Cement plants, Steel plants, Trains, Aeroplanes will all run on it. There would be no need to import petrol. That's why today I am talking about electric vehicles.

People ask me in how many years electrical vehicles will come. I want to tell them that there is no need to ask. I have data. There is rise in buses of 1200 percent. Tata's electric car has just been launched. People are asking for recommendation letter because vehicles are not available. I would like to tell you that within two years maximum, the price of electric scooters, motor cycles, auto rickshaws and cars etc. would be equal to petrol scooters, motor cycles, auto rickshaws and cars. Today, the price of lithium ion batteries is coming down. Our country's research organizations - IITs etc. have just started working on chemistry. They not only working on lithium ion, but also developing the chemistry of zinc ion, aluminum ion, sodium ion. In future, all these will be developed. I want to tell you that if one is spending hundred rupees on petrol, one will have to spend only ten rupees for electric. There is no sound, no smoke. Many people are using electrical vehicles. Hon'ble Giriraj ji is also using and I am also using electric SUV since one year. Very good vehicles are there in market.

Along with this, the biggest thing is that our Government introduced ethanol. Flex engine is needed for ethanol, so advisory has been issued for flex engine. Toyota, Suzuki and Hyundai have declared that the vehicles with flex engine will be launched within six months. I have already launched

scooters of TVS, Bajaj and Hero, which are 100% on petrol and 100% on bio ethanol. Ethanol is Rs 62 a litre and I am not aware about current petrol price.

A technology to improve calorific value of ethanol has also been invented. I have made a presentation before the Chairman of Indian Oil Company. So, Sugarcane to Ethanol, D- Molasses and C- Molasses to Ethanol, Corn to Ethanol, Broken Rice to Ethanol, Biomass to Ethanol, Bamboo to Ethanol which is already being made in Assam will be possible in coming time. That's why; I would like to tell you that if we want to make a self-reliant India, then after five years; we will be importing crude oil and petroleum worth Rs 25,000 crores. If we want to save this amount, then we have to switch to cost effective, pollution free and indigenous fuel as an import substitute. It is our endeavor to bring these types of fuels soon. This will definitely reduce pollution as well. The condition of today's Delhi will not remain the same again.

Yesterday, we got a good suggestion. If tourism sector has to be promoted, we have to increase the road network. The 'Ram Van Gaman Marg' of 258 kilometer length is among the new schemes that are being launched now. It is passing through Bihar. Today is Bihar Foundation Day also. Shri Ashwini ji told me just now. I wish the people of Bihar all the best. This route of 258 kilometers length will cost Rs.5,000 crore. The most part of this road is passing through Bihar. I congratulate the people of Bihar for this. This is a Rs. 5,000 crore project. The work on this project has started. The 436 kms long Ram Janki Marg is costing Rs 2,000 crore. Both of these roads will be completed in the year 2023.... *(Interruptions)* Work on them has started. ... *(Interruptions)* You are looking at me, I know your problem. The '84 Kosi

Parikrama' road is of 235 kms of length costing Rs 4000 crore. The work on this road has also started. It will be completed in the year 2023. ... *(Interruptions)* The Ayodhya Ring Road Project is of 58 kms length costing Rs 5,600-crore. It will be completed in December, 2023..... *(Interruptions)* There is 'Buddha Circuit' project. We have connected all the villages where Lord Gautam Buddha was born, died and attained enlightenment. Only one village 'Vikramshila' is still left out which Dr. Nishikant Dubey is talking about. It is definitely left out, but we will definitely connect 'Vikramshila' also to this Circuit. Kindly remind me. ... *(Interruptions)*

Buddha Circuit is a project of 419 km length costing Rs. 20,000 crore. It's almost done, only a bit is remaining. ... *(Interruptions)* Regarding Char Dham Project – Badrinath, Kedarnath, Gangotri, Yamnotri, out of this project of a total length of 827 kms, 566 kms have been completed. It is worth Rs. 12,000 crore Project. There was a case in the Supreme Court on this project, which has now been cleared. We will complete it by December, 2023. ... *(Interruptions)* I have a dream. I am facing many difficulties in fulfilling it. It is about building road for Mansarovar from Pithoragarh in Uttarakhand. That work is going on. We have transported machines there using special fighter jet helicopters. There temperature is in the range of -3 to -5 degrees. Now, only work left is to be done by BRO. The 85% of the road construction has been completed. I keep asking them to complete it quickly so that we could go there at the earliest.

I do not want to go there from Nepal and China. For Mansarovar, I promise you that after December, 2023, the people of India will be able to go to

Mansarovar from Pithoragarh through this road. ... *(Interruptions)* This road would be completed.

I would talk about Maharashtra. Hon'ble Supriya ji knows that Pandharpur is an important area. ... *(Interruptions)*

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI RAMDAS ATHAWALE): That was my constituency. ... *(Interruptions)*

SHRI NITIN JAIRAM GADKARI: Yes, Hon'ble Ramdas ji previously represented that constituency. The route connecting Palkhi Marg, Tukaram Maharaj and Naneshwar Maharaj, Dehu and Alandi to Pandharpur is 365 kms long and costs five thousand crore rupees. Its work is also going on in full swing and will definitely be completed before the year 2023. Now let me tell about Zuari Bridge, Goa. We are very happy to announce that we are building a viewers' gallery on that bridge. There will be a capsule lift on both sides of it, through which 200 people can go up at a time and drink coffee in the restaurant. They can view the entire sea view and Goa from there. ... *(Interruptions)*

This is very important project for us also. It is a cable-stayed State of the art bridge. If you visit to Goa, you will see that it is very beautiful place. I would also told about Prayagraj that a cable-stayed bridge is being built there too. We first started the road, then the bridge and then the metro. We are building a highway between Shirur to Wagholi in Pune. ... *(Interruptions)* There is traffic of 1.5 lakh PCUs there. There, we are building an eight-lane road, a six-lane bridge will be built on its first floor, a six-lane bridge will be built on its second floor and a metro will run on top of it. We are also making same system in

Chennai. We are building such three-tier system bridges from Chennai Port to the entire outskirts of Chennai. Zuari Bridge is also included in this system. There is a Dwarka-Okhla Signature Bridge, which has lighting system installed on it. It is very beautifully made and is worth one thousand crore rupees project. Its work will be completed by December.

As far as your question is concerned, Hon'ble Adhir Ranjan ji, when I became the Minister, we inherited 403 stalled projects worth Rs 385 lakh crore. Out of these, we terminated projects worth Rs 40,000 crore. Out of these, for Delhi-Jaipur and Delhi-Haridwar projects, more than 50 meetings were held at the behest of the contractors. Many officials including Chief Ministers have changed since. The Delhi-Jaipur Project was one of them. I don't blame you as; there are loopholes in the policies. Tenders were awarded without land acquisition and environment clearance. Work orders were awarded without the permission for railway overbridge construction. So Projects got stuck and contractors could not execute the Projects because of these problems. Let me tell you that projects worth Rs 40,000 crore were terminated. We completed Projects worth Rs 50,000 crore and constructed these roads.

Hon'ble Speaker Sir, I would say with confidence in this House that the engineers of my Department and all of us used to had meetings with the officers of the banks till midnight. We used to have meetings like this. We saved Indian banks from NPAs worth Rs three lakh crore. We have learned from that experience that we will not award projects without Environment Forest clearance and without acquiring 90% of the land. The work will be awarded only after all clearances including Railways; otherwise the work will not be awarded. Now there are fewer problems, but sooner or later we will

have to think about it in the Parliament. I am a passionate supporter of ecology and environment protection. Some of the laws are rigid. At some places, there is not a single tree or there is no forest but still we could not start the work as it does not confirm to the law. This is not fair. Projects worth thousands of crore rupees are struck and the work is getting delayed. You are law makers. Ethics, economy, ecology and environment, all these are important matter. We have to move forward with ecology and environment both. We are trying to reduce pollution with regard to fuel etc in line with the Paris Agreement. My department is spending Rs. 62,000 crore to reduce the pollution of Delhi only. We have made Ring road in Delhi. We have started construction of other roads also in Delhi to reduce the pollution there. When I used to come from Nagpur to Delhi by plane, I used to get stuck in traffic at Dhaula Kuan for about an hour. I used to think about the ways to reduce this jam while sitting in the car. I was told that this stretch is not part of any NH. So, we extended the NH for another five kilometers till Taj Palace to include it and started the work. Today, you do not get stuck in the jam at Dhaula Kuan. I would like to say that when the Forest Environment Act was enacted in the year 1980 and it went to extreme to one side. I would request the Parliament that we need development, employment, export and environment. Hon'ble Adhir Ranjan ji, the Members of all the parties together should think about developing the country's infrastructure in the interest of the country instead of doing politics in this matter. We are a developing country. We should think together about what kind of laws and regulations should be made here. Twenty to thirty thousand crore rupees have to be spent every year for a single work. It pains me to say that no one comes to me to demand a road at their place and start the work.

The people who come to me, they want the work to get stopped and get stay on the work. I would request you all to think about what further improvements can be made in this because this Parliament is the sovereign entity of this country. We are the law makers, the legislative wing. There are four pillars of democracy. These are Judiciary, Executive, Legislature or the Media. It is the duty of all of us to protect the environment in the interest of the country and to develop the country. I can tell from my own experience that 20 to 25 thousand crore rupees are lost every year only because of procrastination. This must be the reason for the projects which have been halted since your time. I would definitely say that you think about it.

Sir, I was told by the Honorable member that I have made Buddhist circuit. On the Delhi-Amritsar-Katra road, when you guys had arrived and our Sindhu sahib was the Chairman, I was told that the road would go from outside of Amritsar. I queried how it would be possible to have darshan of the four important Gurudwaras in Amritsar? I told that the road would go through the city. We spent amount and constructed double lane and it is possible to do darshan of all the four Gurudwaras. Kartarpur in Pakistan, which is our old pilgrimage center associated with the past, You would be surprised that our people built Kartarpur corridor in four and a half months and now all our Sikh brothers are going to visit the Gurdwara in Pakistan. We have been striving to increase religious tourism. How splendid places we have. Auli and Zojila below Kargil are known for Adventurous Sport . Hon. Speaker Sir, I would like to request that a delegation of the Parliament should go to visit the Zojila Tunnel. I will make make arrangements and they should come to visit. Our Kashmir is

far better than Switzerland; Farooq sahab knows it better because he is from there.

13.00 hrs

If tourism increases there, then there will be no poverty and hunger in Kashmir. Everyone will get employment. Today, adventure sports, ice sports are being organised there. I have talked to the Governor about this and we have developed tourism there. Nishikant ji specially talked about Jain circuit. I have done a lot of work on this today. Accepting the suggestions of the Jain community and all of you, I assure this House that we will work to develop the Jain circuit. Another good thing has happened, which you people should take advantage of. Prime Minister has given rope way, cable car, funicular railway to my department. Road trains have two buses which run on electric cables. The ticket will become very cheap all of sudden. Just like the tram train of Kolkata it is a bus that runs on tyres. Tomorrow, there is a presentation by Doppelmayr company on ropeway, cable car at my place. It has manufactured a bus that can fly in the air by taking 250 people on board. The world is changing. I have approved 47 projects worth Rs 20,000 crore. These include Kedarnath, Hemkund Sahib Gurudwara, Neelkanth Mahadev Temple, Rishikesh, Hanumangarhi Temple, Nainital, Trimbakeshwar Temple, Hariharpur, Nashik. There are 11 projects worth Rs 6,000 crore in Himachal Pradesh and Uttarakhand. We are doing construction in all the places including Jammu and Kashmir, Uttarakhand, Himachal Pradesh, Manipur and Sikkim. I want to tell you that everyone insists on making metro in his/her city first. The cost of Metro is Rs.350 crore per kilometer. I will show you the way to build a metro with the cost of 2 crores per kilometer. This is possible, that's why we

have built Metro on broad gauge in my parliamentary constituency, Nagpur. Railway Minister has given it a lot of support. We need light rail transport, cable car, rope way, funicular railway, public transport on electricity. Stop petrol and diesel buses.

Sir, when I came to Kashmir, I told LG that I saw buses there. These make noise from everywhere except the horn. There is no need to blow the horn at all. Uttar Pradesh and Bihar also have such buses. When Yogi ji came to meet me the day before yesterday, I told him to purchase electric buses. 900 electric buses are coming in Mumbai, 500 electric buses are coming in Pune, 200 electric buses are coming in Nagpur. Now the times have changed, so one should come with the proposal of rope way, cable car in the coming times. I assure that I will help in making all this for all of them with 100 percent funds from the Government of India.

Sir, we are developing a logistics park. There are about 35 multi model Logistics parks. I am going to conclude my speech in 5 minutes. There are many things, but I will summarize them. We are building around 35 multi model logistic parks. A lot of work has been done in Jogighopa of Assam. Along with this we are building in Chennai, Wardha and Pune. Our model is very simple. The State Government will give the land, we will bear the cost and will make a logistics park on the side of the road. We will develop pre-cooling plant, cold storage and everything. I will definitely request you for this. Before constructing the road, the rate of the land is 25 lakhs. Nowadays many people come to see me. They say that I am their friend, they make request. They said whether I will tell from where the alignment of the road is going? When I asked

what they want to do. They gave reply that they would buy the land after knowing alignment. I say that I will inform them.

Sir, I am advising to all of you to inform the State Government. I just told the Haryana government that Gurgaon, Noida are all packed. I told them to build a new Gurgaon, a new Noida, next to the express highway. New industrial clusters, food parks can be made in Bihar, Patna. Mumbai is jam packed and its space is finished. In the coming time, logistic parks, smart cities, smart villages can be built next to the green highways being built under the road networks. For this, I would request the House to come with proposals. It will have everything from warehousing and storage, container yard, cold storage, packaging, customs clearance, direct connectivity to the port and everything. I think it would be of great benefit. Some Members have asked about the ports .They are also very important. When I was the Minister of Shipping, Sagarmala was a plan of Rs 16 lakh crore, work worth Rs 8 lakh crore was done whereas the budget of the Government was Rs 800 crore. You may ask how the work was done. There is no shortage of money. One thing I often say is that:....*[English]* If there is a will, there is a way. If there is no will, there is only survey, discussion, seminar, committee, sub-committee, and research. With the strong political will of our Government and Prime Minister, Narendra Modi Ji, we are very much committed for the progress and development of this country.

At any cost we need to work hard to make the Indian economy up to the world economy's standard, to make India a super economy, number one economy of the world. That is the dream in our mind. *[Translation]* This is our aim. That's why the entire ports are also being connected by roads. I am going

,the day after tomorrow, for the inauguration of JNPT's port worth Rs 3,000 crore. I think green highways are being built, ports are being built, there is shortage of time, so I will not go in detail, but you come to me. We are making amenities by road side, where helicopter will land, drone will land and the best thing I would say for women members is that when you go to the highway across the world ,there are toilets for women, there are washrooms for women, if they have a baby ,then there is a special room for feeding the babies. There is not a single place like this in India. We have made this mandatory and today I am happy to inform that in every 40 kms... *(Interruptions)*

SHRI ADHIR RANJAN CHOWDHURY (BAHRAMPUR): Please construct a trauma centre...*(Interruptions)*

SHRI NITIN JAIRAM GADGARI: I am telling you, that is also necessary...*(Interruptions)* We are making 650 roadside amenities and toilets will be constructed for women at every place and the woman who wants to feed her children can use the AC room, we have also made arrangements for that. It will be completed within a year. It will include a fuel station, e-charge station, restrooms, baby care centers, dormitories, conventional centers and trauma centers. Not only this, a helicopter ambulance will be arranged for organ donation. The ambulance will take those who got injured in the accident and within 6 hours and if those injured people die, then their eyes, heart and liver will be donated to the people who need organ transplantation which will give them new life. We have arranged for this facility too. We have already started this in some places. Drones will also be arranged. In the future, your goods from Delhi will reach you through drones.

SHRI ADHIR RANJAN CHOWDHURY: Hon. Minister, you are making us dream a lot, and you are also dreaming.... *(Interruptions)* The number of deaths is increasing. You will agree that the number of deaths is increasing due to the non-availability of trauma centres and golden hour facilities... *(Interruptions)*

SHRI NITIN JAIRAM GADGARI: The first thing is that, today, there are no facilities.... *(Interruptions)* Your suggestion is worth considering. Today, there are not enough facilities. There is nothing wrong with this. But, I can tell you one thing with confidence. Many MPs from Maharashtra are present here. I have been in politics for the last 40 years. I'm blunt too. In whichever place I stand for election, I have the strength to say to the thousands of people that I will not do this work or this work will not be done, so, don't come to me in this regard.

I can tell you humbly that, till date, no one can question me that you said this and this did not happen. I cannot do anything if the work is stopped because of some obstacle, stay from the Supreme Court or the work has been stopped due to some environmental issue. But I will tell you if the work is worth doing. Sometimes you will have doubts. That's why I said during this session that from next week, every day after the end of the question hour, you can approach me, you can sit with my officers. [ENGLISH] Either you convince me or get convinced by me. [TRANSLATION] Whatever your suggestion is, it will be implemented because you are ruling this country. This country will run with your authority, viewpoints and thoughts because you are the makers of this country. I tell my officers that MPs are coming, you should take their words seriously, don't go by your word and that the work they are telling you about

should be done in every possible way. I will try to do that and I can assure you that.

Sir, there was talk that the aeroplane had to land on the road. Shinde ji, I have a concept. We are making 28 National Highway road-cum-runway to be ready for an emergency landing. I am going to also read the names because you will later say that you are making us dream. I am going to read out the names.... *(Interruptions)*

[English]

1. Gagaria-Bakhasar, Rajasthan
2. Nellore-Ongole, Andhra Pradesh
3. Ongole-Chilakaluripet, Andhra Pradesh
4. Banihal-Srinagar, Jammu Kashmir
5. Kharagpur-Balasore, West Bengal-Odisha

The remaining 23 are awaiting clearance from the Indian Air Force.

[Translation] Proposals for those too have been sent.... *(Interruptions)* Some highways are in Bihar and North-Eastern states too. I'll give you the list later. The proposal is pending for Air Force clearance, the proposal for that has also been sent. I will only tell you that there is no airport for 300- miles around in the airstrips that have been built. We went to Barmer in Rajasthan. I request you to make small airports for planes. Like the railway gate, the road traffic will stop when the plane lands and the plane will enter the airport. I have made an airstrip for free and you can make an airport for three to four crore rupees. Install lights on it as well, flights will land during the night too. I will approve it. My capital is zero. I have made it for you, the road is insufficient for flight

operation. The traffic will be stopped when the flight is going to take off or land and it will resume later.

Two-three planes take off during the day. I went to Barmer. We can see Pakistan from there. There is no airport for 300 kms. The people in Barmer will be benefited if you start the 'Udaan Scheme' by operating small planes. We are ready to give you the land *[English]* free of charge and without any royalty. *[Translation]* If it is possible, then you must do it. This is being done everywhere.

Sir, we have come up with a lot of new technology and we will use it. I will not go into its details. 97% of the electronic toll has been collected. Now, I want to bring a GPS system. There will be no toll plazas. If there are no toll plazas there, then, some newspapers will write that tolls will end. Toll will not end. *[English]* If you want good services, you will have to pay for them. *[Translation]* People ask me when will I remove go for toll free system? I asked if they do programs in the Five Star Hotel for free. If it is to be done for free, then it should be conducted in Ram Leela ground. When you are called here, you have to pay money. Now there is a GPS system and it will be installed in your vehicle. Now it has been made mandatory. There will be a record about from where you entered and where you exited and money will be deducted from your bank account. No one will stop you. We are trying to bring that also.... *(Interruptions)*

Sir, we are making digital highways. We are working to resolve traffic congestion. Now there is TOT. After TOT, there is toll operate transfer then there is InvIT. I need your cooperation for InvIT. Now I want to construct highway with the money of the poor people of this country. We have no

shortage of money. Ask me for as many as roads you need, I will construct them all. Money will be generated from the market. Now the chairmen of the bank quarrel with me and tell me to take the money. There is no shortage of money. Now I want to construct a road. So, one day I thought that if people from America, UK and other countries invest in our roads, then their name will be written in the history of India that foreigners are the owners of the roads and assets. I do not want that. Therefore, in the model of InvIT, the project will be worth one thousand crores. We will go to the stock exchange. I will tell peons, constables, employees, government officials, poor people, farmers etc. to put money in NHAI bonds and that I will give you a minimum 7% return. Now where will you get so much interest in Fixed Deposit in the bank? You will get it in your account every month. World's Triple A rating. Therefore, now our efforts are to use the money of the poor people of this country for the construction of roads. Approval has not been obtained from SEBI. If SEBI gives approval, then roads will be built with the money of the poor people of India and they will get a seven percent return. When you also retire from here, not all stay MPs. Sakshi Maharaj, please keep your money deposited in NHAI and you will get seven percent interest.... *(Interruptions)*

Sir, I would like to say only one thing that Hon'ble Members have given very good suggestions. I have also brought answers to everyone's suggestions. But time is less and I'm running out of time allotted by you, so I would only request that even after this whatever suggestions we receive in the interest of the country, in the interest of the sector, no matter which party you belong to, we will consider them. Our Prime Minister has said 'Sabka Saath, Sabka Vikas and Sabka Vishwas' and we believe in it. We have never

approved or rejected any work on the basis of the discretion of the political party. Whoever brings any proposal to us, if possible, we do it for everyone. Your trust and love is our strength. I am very happy, I was just telling the officials that 75 people have put forward their thoughts. Hon'ble Speaker sir, we are that lucky. Today people do not like each other even within the party, ...*(Interruptions)* Here some of the Members belong to the Communist Party, some belong to the Congress Party, some belong to the AIMIM, they come to meet and leave happily. I told the officers that all this happened because of them. I told my officers that the credit of this does not go to me. I often tell people an equation of mathematics. I am a student of management. Person A did A^2 work and person B did B^2 work. So, the total work is $A^2 + B^2$. Hon'ble Speaker sir, but there is a great advantage in this, because I am also a worker of a political party and have become the president of the party by pasting party posters. I have come from grassroots so I have learned one thing that $(A + B)^2$, *[English]* which means come together, think together and work together. Human relationship is the biggest strength of politics, social work, and business. *(Interruptions) [Translation]* So I asked our officers to work. Our team is working, we all are working and because of this we have got credit. Credit of the good work does not only go to me. *[English]* This credit goes to thousands of engineers and officers. *[Translation]* They have worked day and night, they deserve the same credit. We got success because of this teamwork and Prime Minister's valuable guidance. The Finance Minister has increased our budget a lot, due to which we do not have any problem with funds, so naturally we will work in the country. As I said earlier, before December 2024, India's road infrastructure will be at par with America. This will be our endeavour. While

doing this, whatever suggestions you have, your comments and criticisms, even if there is criticism, we will move ahead while welcoming them and learning from them. I thank all of you very much and humbly request you to fully support the demands of my department. Still, if there is any issue, the door in my chamber is open for you. You come anytime, we will always try to do your work. With this belief, I end my speech by thanking you very much. Namaskar.

[English]

SHRI N. K. PREMACHANDRAN (KOLLAM): Thank you very much, Speaker, Sir. It is a wonderful performance by the hon. Minister, Shri Nitin Gadkari ji. We all extend our appreciation and congratulations to you for having the wonderful performance of the Ministry of Road, Transport, and Highways.

But I would like to present one suggestion before you for and on behalf of the Members of Parliament regarding the Central Road Fund. It is one of the privileges, which is available to the Members of Parliament so as to select roads in the particular constituencies. This was the precedent, but unfortunately, nowadays it is not being followed as it was done in the previous years.

So, our humble suggestion is that high priority be given to the Members of Parliament for selecting roads under CRF. This is one of the rarest of the rare privileges available to the Members of Parliament. So, kindly give due preference and priority, and priority should be given to the Members of Parliament in the selection of roads. This is the humble suggestion that I would like to make.

Sir, I have given notices. I have already moved cut motions Nos. 13 to 22. It is not proper on my part to move cut motions when the Minister is performing in such a good way. So, I seek the leave of the House to withdraw all the cut motions in my name.

[Translation]

HON. SPEAKER: Hanuman Beniwal ji. You have moved a cut motion.

SHRI HANUMAN BENIWAL (NAGOUR): Thank you, Sir.

HON. SPEAKER: You know what you have given, don't you?

... (Interruptions)

SHRI HANUMAN BENIWAL: Hon'ble Speaker Sir, Hon'ble Minister has replied. In fact, he has considered everyone's suggestions. The C.R.I.F. ...*(Interruptions)* C.R.I.F. that's what I am saying.... *(Interruptions)* Not the C.R.F. it is C.R.I.F. *(Interruptions)* First of all, you people get yourself corrected in this. This is C.R.I.F. only, you are not aware about it. ...*(Interruptions)* You are standing from behind which is not right. ... *(Interruptions)* I come studying about the matter and with full preparation.... *(Interruptions)*

Sir, I would like to thank the Hon'ble Minister and I would also like to thank him for making the announcements at our behalf. I would like to remind the Hon'ble Minister that during the Corona period, he has inaugurated a project through VC and that is still lying pending since two years. He can see where this is stuck. As he said that not a single work of mine is pending, so I would like to tell him that two works of Nagaur are still pending.

Sir secondly my submission was that the amount more than construction cost has been recovered by levying tolls in Rajasthan on National Highway. In such cases toll should be abolished there.

Hon'ble Speaker, I would also make a demand, since this is the agenda of our party – 'Toll-free Rajasthan, Toll-free India.' We had said this. Thank you and I request the Hon'ble Minister to take special care of the Hon'ble Members.

Hon'ble Speaker, Sir, I want to withdraw the cut motion that I had moved.

SHRI KOMATI REDDY VENKAT REDDY: Speaker Sir, through you, I heartily thank the Hon'ble Minister. Whenever we go, we get an appointment with the Hon'ble Minister in half an hour and the work gets done.

I request all the Hon'ble Ministers not to look at the party, if any Member of Parliament comes, it would be great if they consider their proposals and do their work.

I have a request if roads can also be cleared. Yesterday I wanted to speak on this matter, but I was out-of-station, so I could not speak. A lot of work has been done in my constituency. A lot of funds have been given to my Parliamentary constituency and Telangana.

Sir, I have only one request and it is a big risk factor. Two days ago, the All India Crime Records Bureau has issued that Telangana has the highest number of deaths in accidents. It has been given in the record that many people are dying in accidents on G.M.R Toll road going from Hyderabad to Vijayawada. It was actually proposed to convert G.M.R. from 4-lane to 6-lane in April, **2022** but they are not doing it by going to arbitration.

Sir, let me speak. This is an issue related to deaths. Hon'ble Minister is a very good and responsible minister.

SHRI NITIN JAIRAM GADKARI: Sir, I called him, I have spoken to him, the meeting has taken place and I have told the contractor what I had to say. That matter has gone up to the High Court and the Supreme Court. There are some difficulties in it. I have been informed that they do not have time in this week and the decision will be taken on Monday or Tuesday and it will be solved.

[English]

SHRI FRANCISCO SARDINHA (SOUTH GOA): Sir, I must thank the hon. Minister for Transport for laying good bridges and everything else in Goa. So, we appreciate them. Especially, when you come for the inauguration, don't forget to call me for a cup of coffee on the top of the bridge.

One thing I want to request is that on the stretch between Benaulim and Saroulim on NH-66 people were requesting for stilts because either side there are fields. What will happen if you put pipes during rainy season? Our rain is so much as water passes all the agricultural land on the other side will be totally washed out. So, I would like to bring to your notice to bring it on the stilts so that after construction, they don't block the roads.

DR. FAROOQ ABDULLAH (SRINAGAR): Hon. Minister, I am grateful to you. Your Ministry has done an excellent job. There is no doubt that our roads are getting better. However, I have two requests, the first is which I have already made to you that the tunnel you are constructing, the Zojila Tunnel, kindly have two of it. Otherwise, what we have seen in the Nashri Tunnel is that there have been accidents because there is only one tunnel. The second request is that, in all the projects that you are holding there, we have labourers and poor

people there who want to work. I have requested to you earlier also to please provide employment to those poor people in the construction work so that they can also benefit while the tunnel project is under construction.

[Translation]

HON. SPEAKER: Hon'ble Members, the time for debate on the Ministry of Road Transport and Highways was fixed for four hours, but it has been debated for more than 11 hours. Seventy six Hon'ble Members spoke on this and 40 Hon'ble Members laid their speeches on the Table of the House. A total of 116 Hon'ble Members have participated in this debate. I think that most number of Members have got the opportunity to speak on the Demands for Grants in this House and maximum time has been devoted for debate.

Does the House agree that Cut Motion Nos. 13 to 22 moved by Shri N.K. Premachandran be withdrawn?

The Cut Motion was, by leave, withdrawn.

HON. SPEAKER: Does the House agree that Cut Motion Nos. 23 to 25 moved by Shri Hanuman Beniwal be withdrawn?

The Cut Motion was, by leave, withdrawn.

SHRI NITIN JAIRAM GADKARI: Hon'ble Speaker sir, I would like to make a request to the Hon'ble Members. The CRF Act has been passed by the parliament. The Act says that we have to approve only those proposals which are recommended by the State Governments. That is why; the recommendations of the State Governments are required. This is a fact that, sometimes, the MLA's and Ministers exert so much pressure over the State Government and the cost involved is also not much, so they do not get justice properly.

I have given a suggestion to the Minister of Finance. I have suggested taking up 50% of works in a State to be undertaken on the recommendation of the Member of Parliament and the rest 50% on the recommendations of the State Government. If it is implemented, the Members of Parliament shall get fair play. The guidelines governing CRF have been formulated by the Ministry of Finance. The bill passed by this House has this technical problem. The House should have a discussion over this issue. I have already recommended it to the Minister of Finance. You are saying correctly. For example, if a proposal is from Kerala, many times people approach. When the Government is of a particular party, they do not send it to the MPs of other parties, and vice versa. This is certainly true, but not under my control. If there are guidelines regarding this from the Hon'ble Minister of Finance, you can do this. I feel that you should request the Hon'ble Minister of Finance. I have recommended your views from my side. I will certainly help you regarding this.

The project 'Setu Bhartam' being undertaken at a cost of Rs. 1600 crores includes Flyovers and ROBs. Please provide the list of ROBs under the project to me. I will ask the State Governments to approve it. I do this frequently. If the works proposed by the Hon'ble Members of Parliaments are not forwarded, I shall not approve it. I will take only from among those. ...
(Interruptions)

Wherever the Railway Crossings need to be abolished, we will do so. ...
(Interruptions) We will act as per the situation in hand. ... (Interruptions)

[English]

SHRI N. K. PREMACHANDRAN: Sir, I withdraw the cut-motions against my name at serial numbers 13 to 22.

[Translation]

SHRI HANUMAN BENIWAL: Sir, I have already mentioned about withdrawal.

Hon'ble Minister sir, please say something regarding my issue also. You made two announcements the last time.

SHRI NITIN JAIRAM GADKARI: Hanuman ji, please hold for a minute. Regarding the two projects he just mentioned that they have not been approved. I have received the letter. It has been signed yesterday itself and both the works have been approved. ... *(Interruptions)*

SHRI HANUMAN BENIWAL: Hon'ble Speaker sir. Let me withdraw, please, at least.

HON. SPEAKER: You have withdrawn.

Now, I put the Demand for Grants pertaining to the Ministry of Road Transport and Highways to the vote of the House.

The question is:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the Third Column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the Charges that will come in course of payment during the year ending the 31st March 2023, in respect of the heads of Demands entered in the second column thereof against demands No. 86 relating to the Ministry of Road Transport and Highways."

[English]

Demand for Grants for 2022-2023 submitted to the vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant submitted to the Vote of the House	
		Revenue Rs.	Capital Rs.
1	2	3	
86	Ministry of Road Transport and Highways	22584,19,00,000	369171,14,00,000

[Translation]

The motion was adopted.

HON. SPEAKER: We, in Parliament have to work more. So, with your consent, we will not take lunch break today also.

... (Interruptions)

SEVERAL HON'BLE MEMBERS: OK sir.

HON. SPEAKER: No break.

... (Interruptions)

HON. SPEAKER: Item no. - 14.

... (Interruptions)

13.30 hrs

UNION BUDGET –2022-2023 – DEMANDS FOR GRANTS

Ministry of Civil Aviation

[Translation]

HON. SPEAKER: The House will now take up discussion and voting on Demand No. 8 relating to the Ministry of Civil Aviation.

Hon'ble Members present in the House whose Cut Motions to the Demands for Grants have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

A list showing the serial numbers of cut motions moved will be put on the notice board after some time. In case any member finds any discrepancy in the list, he may bring it to the notice of the officer at the Table without delay.

Motion moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the Third Column of the Order Paper be granted to the President out of the Consolidated Fund of India to complete the sums necessary to defray the Charges that will come in course of payment during the year ending the 31st March, 2023, in respect of the heads of Demands entered in the second column thereof against demands No. 8 relating to the Ministry of Civil Aviation."

[English]

Demand for Grants for 2022-2023 submitted to the vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant submitted to the Vote of the House	
		Revenue Rs.	Capital Rs.
1	2	3	
8	Ministry of Civil Aviation	10590,54,00,000	76,46,00,000

[Translation]

... (Interruptions)

HON. SPEAKER: Shri Ravneet Singh.

... (Interruptions)

HON. SPEAKER: Hon'ble Members, please take your respective seats.

... (Interruptions)

HON. SPEAKER: Hon'ble Members, please do not speak and interrupt while standing.

... (Interruptions)

HON. SPEAKER: Hon'ble Members, I will have to point out by name.

... (Interruptions)

SHRI RAVNEET SINGH (LUDHIANA): Hon. Speaker Sir, thank you for allowing me to speak on the Demands for the Grants of the Ministry of Civil Aviation. I would like to appreciate the efforts made by our Honourable Minister for Civil Aviation just like the valuable efforts of Gadkari Sahab has been praised by all.

13.33 hrs

(Shri Rajendra Agrawal in the chair)

Operation Ganga was carried out to rescue the Indian Students who were trapped in great troubles during the Russia-Ukraine war in the recent past. Some of our Ministers, like - Puri Sahab, General V.K. Singh Sahab and some other Ministers visited the war affected areas of Russia and Ukraine and one of the Members of Parliament, Aujla Sahab, even visited Poland to take note of the situation. I would like to thank them on behalf of the country and particularly on behalf of my party for the role they have played during the time of distress. Our country ranked 53rd out of 140 countries in the Global Report 2018 released by the World Economic Forum. Because of the improved ranking, our country is attracting more passengers. Today, Gadkari Sahab was talking about landing an aeroplane on the road. I think this Ministry will have to work harder than the Ministry of Road Transport and Highways.

From my side, there are two to three points in this regard. One point is especially safety and security, because there has been a crash in China two days ago, so it is also a matter of great concern for us. There has been fund-cutting in the aviation sector in the recent past, be it the Directorate General of Civil Aviation or the Bureau of Civil Aviation Security or the Aircraft Accident Investigation Bureau. Hon. Minister Sir, I would like to request that more funds must be allocated under the revised estimates citing security concerns. This sector had been badly hit by the Pandemic. Tourists stopped travelling and flight services discontinued which caused great loss to the sector.

Hon'ble Minister Gadkariji just discussed about the UDAN scheme. It was started in October 2016. Under this scheme, 154 unconnected airports, 14 airdromes and 36 helipads, were started to connect with the regional

connectivity and 948 routes were awarded by the Airport Authority of India in this regard. During the past five years, out of 948 routes, 405 routes have been operationalised till December 2021.

It is less than even 50 per cent. If I talk further, the 205 routes are also not operational due to lower demand and they could not be successful in some way or the other. After that, out of 94 RCS UDAN routes, 22 are operational due to Government subsidy. That scheme ended on November 30, 2021, which has affected this badly. About 1 out of 4 routes have been able to survive without Government subsidy, otherwise this scheme has not been successful.

In a similar manner, the Ministry had sent 106 track tourism routes for bidding on the recommendation of the Standing Committee. The recommendation contained the report till February, 2022. Sir, bids for 46 routes have been received out of which only 31 have been operationalised. The industry did not show much interest in it either. This UDAN scheme also suffered very badly. What was the objective of this scheme? Poor people, common people and needy people can benefit from it. Neither proper funding has been made, nor regulatory approval has been accorded, there has been a huge delay in it. There was the need for upgradation of Infrastructure, for that the runways were supposed to be extended so that the flights could be operated there under the UDAN scheme, even this could not be done, which caused loss.

I am surprised with this fact that fund which has been allocated for the regional connectivity scheme falls short of the projected amount. How could this scheme be run with merely Rs. 101 crore amount. It is very meagre

money for this purpose. So, funds under allocation should be increased. I wanted to put up these two-three pints about the UDAN scheme.

Many of my family members are pilots, like – my cousin is a pilot. The most dangerous thing is that they have done double shifts in the night. I am surprised at this policy of DGCA and I don't want to comment anything on this.

Hon. Minister Sir, DGCA has become a big den of corruption. They are totally hand in glove with those who own the airlines. For any pilot who has life in his hands, they have nothing to do with the rest of the crew. You must create an independent body that can listen to their voice. There are no separate groups in this. Pilots don't have a union of their own. The DGCA turns a deaf ear to them and favours the airlines. You understand this more than me.

Sir, the night double shift has been there for three years. How can it be possible that a pilot who is on duty at night is asked to join back the duty to fly a plane again the next night and sleep during the daytime? It is not a computer switch that having worked for the whole night, it is shutdown during the daytime and again switched on the next night to start working. It takes hardly a second for an accident to take place. The double night shifts must be paid attention to. Well, I agree that COVID has caused losses; companies are not able to hire as many pilots as required. Some are hiring pilots at double rates from outside, some are hiring the foreigners. Our pilots cannot raise their voices because the companies have been conferred with unbridled rights by the DGCA. Nowhere such a provision exists that if pilots have to leave the job, they have to inform six months in advance. When they inform the airlines six months in advance, they start facing harassment and are being deputed elsewhere. This is a matter between the employee and the employer, what is

the role of DGCA in this? Why are their laws formulated there? If they want to leave, they have to inform six months in advance, but if the airlines wants to lay off, then it can take only one day. It is a very big problem.

Hon. Chairperson Sir, this has been in your notice for the last several days. I was surprised to know the salary of a technician, also called as the foreman. Servants do any work, but these technicians are educated people. AIESL technicians are on a continuous strike. Their salary is Rs. 20,000 only. If they get only Rs 20,000 for this work, they can easily earn this amount by doing some other job. When the Aircraft is parked in the scorching sun and the temperature being 45 degrees, they refuel or check the level of fuel. While sitting in the AC chambers, when we look at them at the airport, we get surprised how come they are standing for just Rs 20,000 in the heat? We must think about them.

Sir, scientists have told about the pilots' fatigue that from two to five o'clock in the morning, the body can go to the most restful sleep. We should implement this system stringently and stop that wrong practice.

Sir, environment has become the talk of the town. Earlier also, the Minister has spoken about environment. We should know that 10-11 tonnes of fuel is required for reaching Dubai. We had discussed about carbon footprint. Hon. Prime Minister has made a commitment in Glasgow in this regard. What measures are we going to take in this regard? We had made tall promises, these must be told about.

Sir, the Hon. Prime Minister was sitting here. We have a number of lakes and rivers here. We may get a chance. Okay, there was much CV coverage. It

has become merely a photo op. Have we made progress in that? Ours' is a very big country. There are many places where seaplanes can land.

Whenever an international tourist comes here, he/ she first visits the airport to see how the airport is. Our country has vast potential for Tourism. Some of the simple paintings or sceneries should be installed at the airport. I would like to tell one thing. Our President Navjot Singh Sidhu Ji was sitting and doing some activity, you must have also seen that video. People saw him and said that he is doing magic. But when the media asked him, then he told that if you visit the airport, you will find that some hand postures of yoga has been constructed there. After that people understood that. If you have to tell the international tourists about what fascinating things are there in Bihar, Punjab and Kerala, such things should be displayed at airports which could impress the tourists and which can make an impression on their mind and they can make up their mind to visit the States. This will benefit us a lot.

Earlier only rich people were taken care of. There are many outlets at the airports, it is understandable that the rent is very expensive, so they can't sell on affordable price. The large food courts are very expensive. I am not saying that no work is being done in this direction; both of the Ministers are very efficient. It should be taken care of, how a common man could get tea and other small things at affordable price or such things remain within the reach of the common man. When someone comes out after eating something from McDonald's or KFC, the common man also desires to eat there. There must be some sort of arrangement for these too.

I enquired at Chandigarh airport. They told that the company to which the airport belongs has also bought all the space. They can't do anything in this

regard. Only the company, if it wants, can provide space. So, this should also be taken care of.

There is one more thing and all the members also often talk about it as we have to travel daily. It is about tickets, I know, they also have to earn money. But, there shouldn't be that much difference. There is a huge difference. The seats which remain vacant, if one prefers to book that seat, the charges would be entirely different. If, for some reasons, one has to cancel the ticket, they can take the fuel charges but they don't refund even a single penny. They increase charges in thousands. There is no control over it at all.

Hon. Sir, the tariff, which is under the provision of sub-rule 1 of rule 135 of the Aircraft Rules, 1937, is decided by their own. The Government should definitely regulate and fix it, as they have all the freedom. We cannot interfere in this.

Now I come to Jobs. We have many academies here. Recently, there has been a pandemic but before that we had neither pilots nor any other staff. There is heavy shortage. Sufficient numbers of medical seats are not available here, that's why our children are stuck in Ukraine. If candidates go abroad to get pilots training also like medical student this may God forbid such a situation does not arise, we will have to face the same situation. Any student in abroad, be it America, Canada or any other country, can complete the pilots training in maximum 9 months. It takes not less than two years for pilot training in India. One can ask from any pilot. Apart from this, the training is very expensive. In our country one has to pay double fees and spend double time for the course of Pilot. One can get the training from abroad in less time and on affordable

fees. After that, the DGCA takes cumbersome exam; God knows what games they play?

Hon. Sir, not one, there are so many vacancies...(Interruptions) I was surprised to know. The airlines harass the elderly people very much. Also, the handicap persons, I was not aware about them. My party told me to speak about it. I said okay, I'll find out facts about it. Airlines deboard the passengers before the aerobridge, as it takes more charges on aerobridge. The elderly and handicap persons have to struggle to board or deboard from buses for further travel. The airlines, just to save money or to avoid the charges, don't use the aerobridge. The Hon. Minister should also look into it.

If I talk about cargo, the total air cargo that we handle is 40%. If I talk about cargo facilities in the North-Eastern region, the condition is even worse in Nagaland, Arunachal Pradesh and Assam. The foreign exchange of our country is being wasted. It may generate employment. About maintenance and repairs, which is called MRO, is get done from Singapore, USA, Malaysia and European Union. One will be surprised to know that our budget is about Rs 10,600 crores, and the spares worth of Rs. 13,000 crores are imported which is more than the budget. Why can't we set up our own industry? We may be benefited; after all expenses are more than our budget.

Hon. Sir, The issue of fuel prices is a big one. Of course, the States and party issues are also different, but their GST demand is a valid demand. The prices are different in Chandigarh and Mumbai. It should be looked into. If it makes tickets affordable, it's a small thing, it should be looked into. The Fuel prices have increased almost 6 times by the year 2022. The price has been increased 18% per tonne since March, 2015, which has no sense.

I was specially looking at the total loss of Indian airlines industry which is 50,000 crore rupees. Big companies have come in the last 15-20 years. The latest company that has closed down, which was a very famous company, has closed down some time ago. Why do so many companies starts and then shut down? The reasons of it should also be found out. Even though, it has been taken over by TATA, but it hurts, end of the day it was the taxpayer's money. Now, they have introduced pay cut and what is the excuse behind it? The pay has become equal to pre-pandemic level. Small pay cut has been imposed at the managerial level and and heavy cut has been imposed on the staff, be it air hostesses or pilots. How long will they make such lame excuse? They are taking twice or thrice the work from them. The staff and pilots accompanied them. They didn't get any benefit. They have gone to Ukraine, Poland and Kiev but they didn't get any benefit. So, it should be specially looked into.

Hon. Sir, if I talk about my constituency. All the members of my party and Hon'ble MP from from Jalandhar are continuously making efforts. Amritsar is our biggest base. I would also like to talk about the Halwara airport. It has to be named after Shaheed Kartar Singh Sarabha ji. It is the sentiment of the people. We have been making efforts for a long time that the Chandigarh International Airport should be named after Shaheed-e-Azam Bhagat Singh. Perhaps the Prime Minister was thinking about it, but unfortunately the rally got cancelled when he visited there. There was an Air India flight which used to run from Amritsar to Birmingham via Moscow. It was the number one flight among all the flights but it has been stopped now. The situation is totally different. The said flight should be resumed again. It should be made regular again which will be of great benefit to the airlines as well. Punjabis are settled

all over the world. I will also put my view on it separately. These were my small three-four demands.

I would like to put forward two or three more points. Although, a lot of efforts have been made for regional connectivity, yet a lot is yet to be done.. It should be increased in some way or the other. Though he is a new incumbent but an experienced Minister. He will definitely make some changes in it. If I talk about skilled man power, which is a requisite for the youth to get employment. Arrangement should be made to train them. Proper training is a big drawback, because it is not possible for everyone to go abroad. When we talk about employment, academies should also be opened not only in big cities, but in small towns.

HON. CHAIRPERSON: Please, conclude now.

SHRI RAVNEET SINGH: Sir, I have talked about pollution here. The airport in Ludhiana has been closed because Halwara airport is being built. This promise made in the last year. We want you to come there to inaugurate the Halwara airport by completing it at the earliest. There you will also find a lot of passengers as Ludhiana is located centrally in Punjab. This is the biggest district of Punjab, so you must take care of it. We have handed over all the land that we were supposed to. The Punjab Government has handed over its monetary share also in this regard. Hon'ble Amar Singh ji, we both belong to Ludhiana district. Here, I would like to raise some issues.

Apart from this, where will cabin crew, ground cargo handling, administrative and sales staff get trained? You think about it seriously. Hon'ble Gadkari ji has said many lofty things. Sir, there must be a study carried about greenfield and brownfield airports. A report should be placed here about the

airport, the Government prefers. Apart from the matter of roads, the Prime Minister has bought new aeroplanes. We also liked these aeroplanes very much. Hon'ble Minister Sir, some day, kindly show us those aeroplanes. We will also go and see them. I am speaking about the new airplanes bought by the Prime Minister. They haven't been able to fly at all after the onset of pandemic.

Hon'ble Chairman Sir, I wish it would be good if the Hon'ble Minister could do something for our airlines and especially for the pilots in the future as he has done a good job under 'Operation Ganga'. Hon'ble Minister should throw some light on this matter in his statement.

CUT MOTIONS

[English]

SHRI KODIKUNNIL SURESH (MAVELIKKARA): I beg to move:

(TOKEN)

THAT THE DEMAND UNDER THE HEAD MINISTRY OF CIVIL AVIATION (PAGE 30) BE REDUCED BY RS. 100.

Need to allocate funds for capacity augmentation and development of airports in Kerala due to increasing passenger traffic. (1)

Need to formulate a strategy for enhancing air cargo and logistics sector. (2)

Need to conceptualize a strategy for boosting the number of locally trained pilots to 800 a year for

doubling the domestic aircraft fleet to 1,200 by 2024 to enhance economic growth and boost investment. (3)

SHRI N. K. PREMACHANDRAN (KOLLAM): I beg to move:

(TOKEN)

THAT THE DEMAND UNDER THE HEAD MINISTRY OF CIVIL AVIATION (PAGE 30) BE REDUCED BY RS. 100.

Need to continue operation of airports in public sector. (17)

Need to ensure air-tickets at reasonable and affordable price. (18)

Need to formulate an effective policy for making travel arrangement for Indians citizen stranded in foreign countries during emergency situations.(19)

Need to control prices of aviation fuel. (20)

Need to increase operative frequency of domestic and international flights.(21)

Need to formulate an effective policy for ensuring air tickets to Middle East countries at reasonable and affordable prices.(22)

Need to ensure transportation of mortal remains of Indian citizens who die abroad.(23)

Need to provide adequate funds for development of airports in the country.(24)

Need to allocate funds for establishing a civil aviation institute of international standards.(25)

Need for establishing a recruitment board for selection of efficient human resources for in-flight and airport services.(26)

[Translation]

SHRI HANUMAN BENIWAL (Nagaur): I beg to move:

(TOKEN)

THAT THE DEMAND UNDER THE HEAD MINISTRY OF CIVIL AVIATION (PAGE 30) BE REDUCED BY RS.100.

Need to expand Nagaur airstrip and provide air connectivity with other cities. (27)

Need to fix responsibility for Air India allegedly charging double airfare from students returning from Ukraine. (28)

Need to increase the frequency of flights between Delhi to Bikaner and Jodhpur. (29)

Need to increase air connectivity between Ajmer's Kishangarh airport and major cities of the country including Delhi. (44)

Need to absorb the affected employees in Government service due to privatization of airports. (45)

Need to start international flights from Bikaner and Jodhpur airports. (46)

Need to develop air cargo and logistics sector in Rajasthan. (47)

Need to ensure social security and welfare of employees
of privatized airports. (48)

Need to protect the interests of engineers and other employees in various
private airlines. (49)

[English]

SHRIMATI APARUPA PODDAR (ARAMBAGH): I beg to move:

(TOKEN)

**THAT THE DEMAND UNDER THE HEAD MINISTRY
OF CIVIL AVIATION (PAGE 30) BE REDUCED BY
RS. 100.**

Need to grant funds for capacity development of
airports in West Bengal. (38)

Need to develop old airports and construct new
airports under UDAN Scheme in the state of West
Bengal. (39)

Need to evolve a stringent policy to stop the
privatization of Airports.(40)

Need to regulate the high cost of cancellation charges
of flights. (41)

Need to increase amenities at airports located in tier 2
and 3 cities. (42)

Need to provide specially abled friendly infrastructure
at all airports. (43)

[Translation]

Dr. MAHESH SHARMA (GAUTAM BUDDHA NAGAR): Thank you, Hon'ble
Speaker Sir. The Government has given me an opportunity to speak to discuss
the Demands for Grants related to Ministry of Civil Aviation for the year 2022-
23. It is my good fortune that in the previous Government, I got the opportunity

to be Minister of State in the Ministry of Civil Aviation under the Hon'ble Prime Minister Modi ji. In today's era, the civil aviation sector is of great importance.

14.00 hours

There is no doubt about it. Be it tourism, development or industrial world, it has great importance in all of them. Previous Governments did not pay enough attention to this sector. Air traffic remained confined to a few areas and some major cities. Hon'ble Prime Minister had a dream that the common man living in this country should be to avail the services of Ministry of Civil Aviation and fly on aeroplanes. I also hail from a small village. My village comes under the air corridor. When I was a kid, we kids used to get together and see the aeroplane flying overhead. There it was called Cheelgaadi. Looking at that plane, I used to think whether someday I would sit in that aeroplane or in this birth, my destiny is only to hear the sound and wave at those aeroplane. These used to be my feelings. But, today, due to the vision and determination of the Hon'ble Prime Minister ji, even a common man can fly in an aeroplane and many have already flown. This was a great vision of the Hon'ble Prime Minister. He had a dream, which seems to be coming true now. I complement the vision of the Hon'ble Prime Minister and congratulate the 130 crore countrymen that we have got such a visionary Prime Minister and they have formed such a responsive Government.

Sir, our Government was formed in the year 2014. It is 67 years vs 7 years. In those 67 years, there were only 75 airstrips on which aeroplanes used to land. In these last seven years, this number has increased to 130 airstrips, which means there has been an increase of 73% in airstrips. This is a marvellous achievement. I congratulate Hon'ble Minister Jyotiraditya M. scindia

ji, who has taken new steps in this direction. Today, the price of air turbine fuel is increasing, but Hon'ble Minister Scindia ji has put a control on it. Our Government has done a lot of work on this subject. The thing that Hon'ble Ravneet ji was mentioning today, has given recognition to us not only in the country but all over the world. More than 22,000 Indians, including a large number of students were brought back to India by our Government under the leadership of Hon'ble Prime Minister when shells and missiles were being fired all over the places. This step is being appreciated not only in the whole country but all over the world. Today it is no longer a rhetoric phrase that 'Modi hai toh mumkin hai'. Today, this statement seems to be coming true.

Many people were worried. On one side, India was a member of 'Quad' with countries like America, on the other side; there were countries like Russia and Ukraine. In this condition also, we follow the policy of neutrality aligning with our foreign policy. In these circumstances, not only Air India but other airlines like Indigo, Spice Jet etc also co-operated in this operation. Through the House, I congratulate those people and the airlines that stood tall in this time of international crisis. The daughters of our country also made a huge contribution in this mission. We get filled with a sense of pride when we listen about the daughter of our country who went to the war zone in aeroplanes as pilots and brought back our citizens. This instils confidence in our 130 crore countrymen that whatever may be the incident or situation, our Hon'ble Prime Minister Narendra Modi ji is standing with us in the time of any crisis.

I remember a few lines:

*“agar khud par ho vishwas aur karm par aastha,
kitni bhi muskhilein aayein, nikal zaroor jata hai raasta.”*

Undoubtedly, this is the way of thinking of our Honourable Prime Minister, Naredra Modi Ji. The country's mission 'Ganga' has instilled the confidence in the minds of every Indian that now there is a government in the country, which can standby every citizen in any situation. I was reading the statements of the Prime Minister of the neighboring country Pakistan yesterday, in which he had appreciated the policies, diplomacy, foreign policies and the resolve of our Prime Minister to standby every Indian and to work for the people of his country. It was a great thing.

My dear colleagues, our country comes second in the world in terms of population and tenth in terms of travelling by air. Why this discrepancy has been existing even after 70 years of independence? When our Government was formed in the year 2016, for the first time in independent India, a Civil Aviation Policy was formulated under the leadership of the Prime Minister to promote civil aviation in our country. I, being the Minister of the State also got the opportunity to be the part of that historic moment.

There were many such issues. There were the provisions of bilateral rights as to how many flights would be operated by us in the other countries and how many flights would be operated by others in our country. There were no clear-cut policies in this regard. The bilateral rights were left to the whims and fancies of the officials of aviation sector who were taking bribes for awarding bilateral rights. Everyone involved in this job used to work for their vested economic interests. Our government ended such malpractices. Just now, Ravneet ji was saying that our country is a big hub of tourism. India is

blessed with all those factors which attract tourism, like, varieties of weathers, sunshine, rain, snow, historical sites, culture, spirituality and yoga. The tourism sector contributes to 6.8 per cent of our GDP. Just before a while, our Honourable Minister, Gadkari Ji has mentioned how the construction of roads all across India has unified the entire country by promoting tourism.

Be it the Char Dham yatra, Ayodhya's Ram Van Gaman Park, Buddha Circuit or Jain Circuit, a network of roads has been created all across the country through the said circuits. They have also provided aircraft landing facilities on 23 Highways. It is a great thought and a great job. Today, we need to move forward and work in this direction. Our Prime Minister thinks that tourism is the economic pillar of our country which has a vast scope to grow further. According to the report released by Davos (Switzerland) based international organization, World Economic Forum, we were ranked 65th in the year 2014 in terms of tourism. In 2015, we moved up 25 places to 40th position and now we are at 34th position. If we have to move ahead in the field of tourism, we will have to provide a new face and a new direction to air traffic. In return, it will boost the road transport and particularly, the spiritual tourism. If we talk about Vatican City, most of the tourists visit this site for spiritual tourism. Similarly, people go to Saudi Arabia, Tirupati Balaji and Vaishno Devi for spiritual tourism only. Moreover, no one from our generation would have ever imagined of construction of the majestic temple of Lord Ram which is turning into a reality due to the resolute efforts of our Honourable Prime Minister, Narendra Modi Ji and the Honourable Chief Minister, Yogi Adityanath Ji. An international airport will also be built in Ayodhya before construction of the grand Ram Mandir.

Today, five international airports are going to be constructed in a large State like Uttar Pradesh. This is a very big development. It was the dream of our Prime Minister that a person wearing bathroom slippers could travel by air for just Rs. 2500 for an hour's flight, which would probably be less than the fare of a first class railway ticket. To convey the message of affordable flight services, this scheme was named as 'UDAN' so that a common man of this country could fly. So far, 65 airports have been covered under this scheme. Gujarat also has eight helipads and two water aerodromes, where airplanes will land on the water. This is a huge progress. The Government proposes to increase the number of these airports from 65 to 100 by 2024.

The scheme of flight services at the rate of Rs. 2500/- for the poor and the common man has been implemented on 403 routes. As many as 1,70,298 flights have flown on these routes and about 87,80,000 passengers have completed their trips through the scheme. Under this scheme, those cities have been connected, which so far did not have the facilities of flight services. It is like a big dream coming true.

The provision of investment to Air India that has been created by our government was because of the poor policies of the previous Governments. In the year 1953, Air India was nationalized by the then Government, by acquiring it from the Tata Group. Today, it has been returned to the same Tata Sons in a transparent manner.

We were compelled to do this due to the unfavourable circumstances. The then governments had placed the order to buy 111 aircraft, out of which 68 aeroplanes were already purchased causing a debt of Rs 50,000 crore on Air India. Now, this debt has risen to Rs 77,900 crore by March 2021. Our

Prime Minister is of the opinion that the Government has no business to do business. The Government's job is to serve, the Government's job is not to get involved in business activities and to earn profit like private entities. The Government today handed over the Air India back to the Tata Sons under its policy. I think the steps taken by this Government were phenomenal steps showing the foresightedness of the Government.

Today, our colleague, Ravneet ji was talking about corruption. We have two institutions. I would like to inform that now DGCA has been completely digitalised. I will also respond to the question of pilots. Although, I would like the Honourable Minister to answer this question, yet I would like to say that DGCA has been completely digitalized. Almost all the facilities are accessible online. So far as the question of pilots was concerned, undoubtedly, there was a shortage of pilots in this country. Due to the cut-throat competitions among private companies, pilots used to leave their companies every month and join other companies. Because of this frequent shuffling by the pilots, it became infeasible for any institution to maintain the adequate strength of pilots. Pilots are not commodities which can be easily found in any market. The arrangement was made to operate the aircraft for a certain period, like - three months, four months, six months, etc., which are usually accepted practices in aviation services.

The cases of height clearance had become the breeding ground for corruption. Giving height clearance at the airport was the root cause of corruption. In the big cities with airports, the issue of height of buildings being constructed had become a matter of corruption. When such incidences came to the notice of the Government and the Honourable Prime Minister, they

instructed to change this process from offline to online mode and now, the owner or builder of the building automatically determines the height of his building by feeding the data online. The interference of Government and officials in this process has been ended now. This is the policy of our Government under which we are thriving our nation with the complete transparency in all administrative procedure under the leadership of our Honourable Prime Minister Shri Narendra Modi Ji.

I still remember, when our government was formed in the year 2014 under the leadership of Honourable Shri Narendra Modi ji, when I assumed the role of Minister of State in the Ministry of Civil Aviation, on opening the files, I came to know that the International Civil Aviation Organization (ICAO) had warned the Government of India that the airport of Delhi would completely get saturated by the year 2023. Therefore, preparations should be made in advance for this. Today, we notice that whenever the aeroplanes have to land at Delhi airport, they do not get landing clearances and they keep hovering over the airport for half an hour. There is wastage of lakhs of liters of air turbine fuel and loss of lakhs and crores of rupees. This causes pollution and it is a waste of time as well.

Dust was gathering on this file for a long time. When we take up this matter on the instructions of the Prime Minister and asked this question to the Government and the officers who had the mindset of the erstwhile government that the population of Delhi is above two crores and the population of NCR including Meerut, Gurgaon and Mathura is about six crores then why there is only one airport in the Delhi, country's capital? While today, a city like New York, which has a population of only 80 lakhs, has three airports. The

population of Washington DC is just under one million, there are also three airports. Have we made any arrangements for the future? An airport is not built in a day; it takes eight to ten years to build an airport. Was there any thought, any plan for that? On this, the officer told that Delhi does not have that much space at all. We said that if there is not so much space in Delhi, then we would go outside Delhi. There was a proposal for Jewar, there was a proposal for Bhiwadi, there was a proposal for Rohtak and there were also proposals for many other places that an airport should be built in the NCR region. Otherwise, considering the present condition of the Delhi airport there should have been already an airport ready. The Prime Minister ordered that this work should be done immediately and the pace of the work should be increased.

At that time, our party was not in power in the State, it was the Samajwadi Party who was in the power and the land acquisition is a state matter. When we asked them, they said that we would like to take this airport to Agra. We told them that NCR or Delhi needs an airport. Agra airport will not be able to fulfill the need of the airport in Delhi. Officers were living in an old mindset and they started to put obstacles by saying that another airport could not be built within 150 kms.

Jewar is only 70 kilometers away from here and an airport is being constructed there. We asked them to show the law. Our Government investigated it and found that greenfield airport can be constructed as per requirement and on the basis of this finding Jewar airport is going to be constructed in Jewar area of my Constituency Gautam Budh Nagar. I think this is a huge victory. This will be the largest airport in Asia, its name will be included in the five largest airports in the world. This airport will be almost two

and a half times bigger than Delhi's airport and 3.5 times bigger than Mumbai's airport.

14.19 hrs

(Shri P.V. Midhun Reddy *in the Chair*)

Today, through this House, I would like to thank the Hon'ble Minister, Shri Jyotiraditya M. Scindia, who is sitting here. I make an appeal to him. His working style is very fast, he is a young and hard working Minister. He sits till late night in the office and works. I would like to appeal to him that seeing the worst condition of Delhi airport, where the air traffic situation has become so bad that planes keep flying in the sky for half an hour for landing and people miss their flights. Therefore, at least one and if possible two runways should be made operational by December, 2023 of Jewar International Airport, which will become a magnificent airport not only of western Uttar Pradesh but of the whole country. It is going to be the country's largest airport with six runways. At least one or two of its runways should be made operational by December 2023, and then our needs will be fulfilled.

Hon'ble Minister Sir, if work is expedite on the proposed mono rail between Delhi airport and Jewar airport, I think our need will be fulfilled. This airport will prove to be a boon for industrial areas like Noida, Greater Noida ,Gautam Buddha Nagar etc.

Sir, the law and order situation in Yogi ji's Government has undergone a sea change in Uttar Pradesh. They have brought good governance which resulted in the elimination of goons and mafia in the State. Due to this, a large amount of foreign investment is coming in Uttar Pradesh and particularly in Gautam Buddha Nagar Noida. The credit for this goes to the our Prime Minister and our Chief Minister Yogi Adityanath who is determined to provide

such a good governance, in which goons and mafias will have no place. Yogi ji's government has not only assured the safety of women, but has also demonstrated it. Now, there are no communal riots in the State but there is industrial investment. I note that due to the poor law and order situation, not a single foreign company had made any investment earlier. But now, big foreign companies are investing. The work of airstrip and the mono rail proposed between Delhi to this airport should be expedited.

Hon'ble Chairperson, it is a fact that there is MRO business worth Rs.13,000 crore in the country and most of it goes abroad. Why is it so and due to which policy? Our Government has talked about MRO means, maintenance, repair and over oiling. Today, a huge business of repairing airplanes goes to Thailand, Myanmar and Sri Lanka. The Jewar airport, which is being discussed today, is going to be constructed on five thousand hectares land and in the first phase itself, a cargo, MRO and civil aviation facility will be available at this airport. It will also become a source of income and the youth will also get employment. Our Chief Minister has done a great job and ensured that forty percent local children will get jobs in all the factories to be set up there. This work has also been done under the guidance of our Chief Minister Shri Yogi ji. Our Government has also worked to set up heliports to promote the helicopters. Duty free shops have become den of corruption. Shops were given on fixed rent.

They used to give extension to duty free shops for five or more years, their tenders were not floated, bidding was not done but after our Modi Government came into the power 30 to 35 percent proceeds of whatever is

sold from these shops is transparently given to the Government of India and the Airport Authority of India, which has also increased the income.

Hon'ble Chairperson, in 2014, there were 395 airplanes of scheduled airlines in India. Today, within seven years, in the year 2021, the number of these aircraft has increased to 716, which means there has been an increase of 83 percent. This is the effort of our Government. In the budget for the year 2022-23, Budget Estimates of the Ministry of Civil Aviation is Rs 10667 crore, in which revenue expenditure is Rs 10590 crore, which is about 232 percent more than the estimated revenue expenditure of Rs 3184 crore in the previous year and at the same time, Rs 76.46 crore in capital expenditure, which is about 79 percent more than the previous estimate of Rs 40 crore.

As per the idea of our Prime Minister ji about the North East, in this budget, the Government of India has planned an airport in Hollongi with the cost of Rs. 150 crore. The priority of our Government is to see that how we can use our facility for civil aviation facilities through the Ministry of Civil Aviation for tourism and I think our Government is working in this direction. I thank my party and my Government for giving me an opportunity to speak on this matter. Many thanks to all of you.

[English]

SHRI S. R. PARTHIBAN (SALEM): Thank you Chairperson, Sir. The aviation sector in India has emerged as one of the fastest growing industries in the last three years. India has grown to become the third largest domestic aviation market in the world. Despite huge growth opportunities, they have not been fully utilized. Air travel is still expensive for the majority of the people. Nearly 40

per cent of the people who use airlines are from the growing middle class. So, the Union Government should take steps to reduce air fare.

Even though, having the largest market in the Indian aviation sector, the Union Government has unfortunately not been able to run Air India, the only public sector undertaking. When Air India flights were with the Government, the Government was able to successfully rescue our Indian citizens stranded in various countries during the COVID-19 crisis. But, during the Ukraine war crisis, the Indian Ministry of Civil Aviation delayed sending flights to rescue medical students and other civilians straggling in various parts of Ukraine. So, some unwanted deaths occurred. Complaints arose that air fares were overcharged at the time of evacuation from Ukraine. Are the costs of repatriating citizens from Ukraine fully borne by the Union Government? The Ministry should clarify that. To deal with a similar crisis in the future, the Government should operate separate aircraft under the control of the Ministry.

With privatization of airlines, linkages between regions have hampered as cooperation between private companies is mainly for profit motive. Thus, the question is how the objective of the UDAN scheme announced by the Union Government will be fulfilled.

Airport parking fees and other amenities have risen as airports have been privatized. Most private airlines do not use the aerobridge facility to reduce costs, which can cause inconvenience to the elderly and physically challenged passengers. The Government must come forward to solve these kinds of problems.

One of the major challenges facing the aviation sector in India is the shortage of trained personnel. It is estimated that more than 28,000 pilots will be needed in future due to the growth and demand of commercial airlines.

In India, many pilots do not get jobs and, on the other hand, airlines do not have enough pilots. The shortage of trained personnel has resulted in pilots and crew working tirelessly. Considering this, the Ministry should develop greater number of technically trained pilots and allied professionals.

India's domestic Maintenance, Repair and Overhaul (MRO) services are currently in their nascent stage. Only five to ten per cent of MRO jobs are done by Indian companies and the rest are outsourced to other countries. This affects the Indian economy. What happened to the Prime Minister's 'Make in India' scheme?

The UDAN Scheme was announced by the Union Government to make air services available to all the people in the country and connect all regions by air. Under this scheme, services from Salem Airport commenced since 25th March, 2018. But, for the last one and a half years, there have been no flights from Salem Airport. As a result, industrialists, businessmen, educationalists and the general public in Salem, Dharmapuri, Karur, Erode, Kallakurichi and Namakkal districts have to travel about 300 km to use the airline services.

By providing early morning flights from Salem to Chennai and evening flights from Chennai to Salem, public will use the airline services more frequently. Further, the Ministry should provide new air service routes from Salem to Pondicherry via Bangalore and Salem to Hyderabad via Tirupati. In this regard, I met with the Union Minister of Civil Aviation. The Minister had also promised in a letter dated December 31, 2021 that flights would resume

from Salem Airport in March 2022. But so far, no positive progress has been made in this regard. There is no benefit to Tamil Nadu through the UDAN scheme. The Union Government is implementing hundreds of projects in the BJP-ruled States, especially in the North whereas the people of Tamil Nadu blame that the Union Government completely ignored them.

I again request the hon. Minister to take steps to resume air services at Salem Airport, expedite the expansion work, and provide immediate services on all routes. This will greatly attract the businessmen, traders, merchants, and general public of Salem district and help to develop the economy of the district.

I also request for further expansion of Coimbatore and Madurai airports to provide domestic and international flight services. Thank you, Sir

SUSHRI MAHUA MOITRA (KRISHNANAGAR): Hon. Chairperson, Sir, I stand here today to speak on the Demand for Grant of the Union Ministry of Civil Aviation.

Civil aviation in India has a very illustrious history. The very first official airmail service in the world originated in India on February 18, 1911 when Henry Piquet, a French aviator carried 6,500 pieces of mail across the Yamuna from Allahabad to Naini on a Humber-Sommer biplane.

The first commercial airline, a Tata Air Services flight was piloted by JRD Tata – a Puss Moth – in October 1932 from Karachi to Bombay at a dazzling speed of 100 miles an hour. Fast Forward to 1953, when the Air Corporations Act nationalised the industry and eight domestic airlines were merged into two – Indian Airlines and Air India International. In 2011, these were again combined into one Air India, a single entity.

Now, with the privatisation of Air India, the last Government airline, last month, in the 70th year of its nationalisation, there is no point in discussing its privatisation any more – who was for it and who was against it – because it is already a *fait accompli* and we need to move on. We can only hope that this Government has put in enough rules and reasonable processes for aircraft to be made available from the private sector for emergencies as and when required by the Government of India, as we have seen in the case of Ukraine and many others in the last few years.

As I analyse the numbers, I find that from 2014 till today, Air India constituted between 60 and 95 per cent of the Ministry of Civil Aviation's budget. The sale of Air India, basically an airline that cost the Exchequer about Rs. 1,20,000 crore over the past ten years due to gross mismanagement, is being now lauded as a landmark success. But Air India seemed to be the only thing that this Ministry was doing, or rather doing quite badly. It is incumbent upon me as a responsible citizen and a public representative to point to the tax-payers of this country what the truth behind this Ministry's numbers is. We need to really analyse that.

This year, of course, completely skews the numbers and it is difficult for a layperson to figure out what is going on. First, let us look at Air India related expenses. Last year, revised estimate had Rs. 62,000 crore as debt repayment and the budget estimate for 2022-23 includes almost Rs. 9,300 crore towards the SPV, Air India Asset Holding Limited, for debt servicing. Once we exclude Air India, then the total allocation for the Ministry is down 31 per cent over last year's revised estimate. The total budget estimate for 2022-23 for non-Air India expenditure is a grand total of only Rs. 1,242 crore. This is a reduction of 31

per cent over Rs. 1,770 crore revised estimate for 2021-22. Let us look at the break-up. First, establishment expenditure of Rs. 435 crore, which is an increase of 12 per cent over the revised estimate. Second, the allocation for Regional Connectivity Scheme, which is the much-touted UDAAN airports – UDAAN routes, is only Rs. 601 crore, a decrease of over 40 per cent over revised estimate of Rs. 994 crore. Third, the allocation for Airports Authority of India is Rs. 150 crore, a decrease of 21 per cent over revised estimate. The allocation for ‘others’ is Rs. 57 crore, a reduction of 78 per cent.

Here, I would like to ask one question. With a paltry budgetary expenditure of Rs. 1,242 crore, why do we need a separate Ministry for civil aviation? I may tell that Rs. 1,200 crore is what Mr. Gadkari is spending to 4-lane a stretch of 67 kilometres in my district. The MGNREGS budget for my State is almost three times this amount. People should be aware that there is no country in the world, apart from India and Bangladesh, which has a separate and independent Ministry for civil aviation. Everyone has evolved as they have sold and privatised their national carriers. I am going to name a few examples. In the US, it is Department of Transportation; in Canada, it is Transport Canada; in the UK, it is Department for Transport; and in Germany, it is Federal Ministry for Digital and Transport. In Singapore, which still owns 55 per cent in Singapore Airlines through Temasek, it is the Ministry of Transport. In Japan, it is Ministry of Land, Infrastructure, Transport and Tourism.

The question I raise here, or rather the proposal I put forward, is that now that this Ministry is no longer in the business of running a national airline, why does it even need to be a separate Ministry? What is it actually doing? Why should we not merge the Ministry of Civil Aviation with the Ministry of

Road Transport or the Ministry of Shipping and create a holistic Ministry for transport?

The Airports Authority of India, a mini ratna, which is a CPSE, is now the mainstay of the entire Ministry of Civil Aviation. Barring the regional connectivity service, RCS subsidy of about Rs. 600 crore, which incidentally is a huge under-performer, there are no big sums to be managed here at all.

Even the important Air Navigation Services, is solely mandated to AAI. BCAS, the regulator does nothing except issue aviation security circulars and conduct routine audit checks. It has a revenue budget of only Rs. 67 crore for salaries and a capital budget of only Rs. 30 crore for making a new building and for some biometric project that they are doing. All actual airport and installation security is handled by CISF which reports to the Home Ministry. It does not report to the Ministry of Civil Aviation.

Let us examine the Airports Authority of India. What exactly are they doing? In the year 2019-20, the last available public report that I could find, AAI earned a profit of about Rs. 2,000 crore, which was the revenue share from eight PPP airports and fees from domestic and overflight services. It gave Rs. 1,000 crore as dividend to the Consolidated Fund of India. But the Government did not even find it worthwhile to allocate at least this amount to Regional Connectivity Service and UDAN Scheme. Can you imagine the allocation for Regional Connectivity Service and UDAN Scheme, as my esteemed colleague who was speaking before me from the BJP mentioned, has been reduced by 40 per cent? The RCS Scheme was introduced in 2016 by the Ministry to stimulate regional air connectivity and make air travel more affordable. In 2016, this Government sanctioned 948 new air routes to serve underserved areas to

boost connectivity. But as of January 31st, 2002, only 404 routes have been operationalised, which is only 43 per cent.

Your five-year budget for RCS from 2016-17 to 2021-22 was Rs. 4,500 crore. As of December 2021, only Rs. 2,100 crore, which is just 46 per cent, has been spent. So, 50 per cent of your Rs. 1,200 crore budget is for RCS and RCS itself is a non-starter. You yourself must be realising this, otherwise why would you cut the budget down to 40 per cent.

The Standing Committee Report says that there is a huge delay in operationalising because airlines are not willing to operate on RCS routes. So, it is established beyond doubt that the Ministry and indeed this Government is not in the business of either running an airline or controlling commercial aviation in India. In such a case, let the Government do away with this Ministry, merge it into a larger consolidated Transport Ministry, and instead concentrate on making life easier for those private players who are the only ones operating in the Indian airspace today. There is no Government player, there are only private players. Let us make life easier for private players.

This Government has seen – actually both the UPA and the NDA – how hard it is to run an airline successfully in this country. We have written off over Rs. 1,00,000 crore of public exchequer's money in Air India. Even then this Government refuses, absolutely refuses to take any steps when it comes to fixing the taxes on Aviation Turbine Fuel, ATF, that are crippling this industry with every up-cycle of crude price. The Government should either reduce VAT and excise duties on a pan-India level or choose the path to put ATF into GST where they can get Input Tax Credit. Otherwise, the way the price of crude oil is going up, there is a huge risk of the entire sector going back into the

doldrums as we had seen in 2012-2014. Now, you have no longer Air India to cross subsidise, so reduce ATF taxes. If cumbersome small regional aircraft and airlines regulations can be streamlined without impacting safety, there is no reason why our country cannot see small airports regionally, both cargo and passenger aircraft. We see this model all over the world.

I want to now put forward the following proposals to help streamline the industry and allow private players to operate easily and profitably:

Firstly, reduce central excise duty on ATF from 11 per cent to 0 per cent with immediate effect for both passenger and cargo aircraft.

Secondly, please put in a uniform IGST of 5 per cent for all parts of aircraft and aircraft engines irrespective of the Chapter of the Customs Tariff Act, 1975 in which the item is covered. Different parts covered in different Chapters attract different rates of tax. There is no single definition or clear interpretation of what is an aircraft part or what it is as a whole. Is an aircraft engine a part or a whole unit? There is no clarity.

Thirdly, discontinue GST on engines repaired abroad, allow ITC. India currently has negligible Maintenance Repair and Operations, MRO capacity. We do not have domestic capability. So, airlines have to take their engines abroad under warranty for repairs. Once you take an engine abroad for repairs under warranty, you repair it, you re-import it, and you have to pay GST on it. So, remove the GST on repairs on engines under warranty. When there is no warranty and the repaired engine is re-imported, slap uniform 5 per cent GST on it. We need to do this till domestic MRO capability is built up.

Fourthly, currently, airlines pay GST under the Reverse Charge Mechanism, RCM. But during COVID, we saw ticket cancellations were often

higher than ticket bookings and GST credit accumulated. Airlines have fixed monthly expenditure and there is a monthly addition to input tax credit. What the industry needed was liquidity, and here we have a situation where there was a huge amount of credit accumulation combined with sticky cash flows. So, please defer RCM tax payments for six months till we get back to normalcy.

Now, talking about financing, we saw during COVID-19, several airlines in India had approached their bankers for support. The bankers could not extend any funding to the industry except under the Emergency Credit Line Guarantee Scheme which was very restrictive. Let us have a mechanism where funds could be provided to the airlines based on their financial strength and based on their ability to repay the loans.

The Government, with all due respect, should stop focusing on building so many new airports in a race for bragging rights, and instead focus on increasing capacity and facilities at existing airports. Most major airports are operating at 85 per cent to 120 per cent of handling capacity. This is a safety issue. Terminals at Bagdogra, at Jodhpur are ancient and tiny. Airports like Srinagar and Leh have no proper aircraft de-icing facilities, very primitive landing and navigational facilities. Let us fix the basics. The only major new airport commissioned and built after 2014 is the upcoming Goa Mopa Airport. The rest are all new terminals, built under previous regime which rightly focused on increasing capacity at the major hub airports.

The most important thing is air safety. We have a 19 per cent shortage of Air Traffic Control personnel capacity. The sanctioned strength is 3,901, and we currently have 3,162 people. The Airports Authority of India says with

UDAN and many Tier II and Tier III unused airports getting revived, we need another 300 to 500 ATCOs immediately. In Delhi, the mandatory break after 30 minutes is now two hours. In Guwahati, they work 365 days without a break. The AAI sought exemption from the DGCA for the third time in the last one year from implementing the mandatory shift timings that were to come into effect from November 5, 2020. The UN's aviation safety watchdog put these checks in place in 2018, and India's last exemption expired on January, 2012.

Hon. Minister, your predecessor said in the Parliament when he was explaining the need for privatization that the Government cannot be in the business of running airlines. Well, now, that you are out of it, it is only fair that you create a level playing field for those private operators who are running airlines. Merge the Ministry, do away with a separate Demand for Grant, reduce the duties on ATF or better still bring it under GST.

Finally, as I end, I would like to quote former Prime Minister Vajpayee Ji who said in Parliament in 1972, "These days the atmosphere in New Delhi makes one choke. It is not easy to breathe freely...the chanting of the Prime Minister's name on All India Radio from morning to night, saturated propaganda on cinema screens... how can those sitting in the Opposition fight all this?"

It is India's greatest tragedy perhaps that the very Party which Vajpayee Ji led as a Prime Minister today leads a Government that has turned this very same Parliament into the Colosseum in Rome in the first century where like a gladiator, the hon. Prime Minister enters to chants of Modi Modi! ... *

* Expunged as ordered by the Chair.

So, today, as a woman parliamentarian, let me chant some names that truly deserve applause both in this House and in the annals of civil aviation history of India:

The first Indian woman to get a pilot's license: Urmila K. Parikh.

The first woman commercial pilot - Prem Mathur

The first woman pilot of Indian Airlines - Durba Banerjee

The first woman IAF Officer to fly in a combat zone - Gunjan Saxena

Captain of the first Boeing having all women flight crew –Saudamini Deshmukh

The youngest pilot in civil aviation history to command a jet aircraft –Nivedita Bhasin

On this celebratory note, my esteemed colleagues, let us do what needs to be done to keep the Maharaja out of the skies by all means, but let us keep the *aam aadmi* flying high.

With these words, I conclude my speech. Jai Hind.

KUMARI GODDETI MADHAVI (ARAKU): At the outset, I would like to congratulate the Civil Aviation Minister, Shri Jyotiraditya Scindia, for presenting the first Demand for Grant for his Ministry since joining the Government, and being allocated Rs 10,667 crore for the same.

There is a great expectation from the Ministry in the hope that this Budget helps revive the loss of around 20,000 aviation jobs in the country. It is also hoped that beyond this Financial Year, the spectre of Air India and the Government carrying out the servicing of its debt is a thing of the past. But we are disappointed to note that 87 per cent of the civil aviation budget in 2022-23 is still to service the Air India debt.

Sir, the Parliamentary Standing Committee on Transport, Tourism and Culture has highlighted the number of vacancies at the Airports Authority of India and that these are having a serious impact on the work efficiency of the Air Traffic Controllers. This is definitely a shortcoming in the face of everyone's expectation that the Ministry is doing its best to plug loss of jobs in the aviation sector, especially after the pandemic. We hope that the Minister will make time-bound attempts to fulfil the procedural requirements to fill-up the vacancies of ATCOs as suggested by the Committee.

In my understanding, this is closely linked to another problem highlighted in another Report by another Committee on the less than satisfactory performance of AAI. The Committee on Public Undertakings has most recently tabled a Report on the statutory body, that is, Airports Authority of India. It was found that AAI is falling short of global standards in aviation safety and security measures. As mandated by the International Civil Aviation Organisation, there are eight critical elements for aviation security. AAI is lagging behind in

effective implementation in two critical elements, that is, organization and licensing. India's score is 61.54 per cent and an even more shocking 25.26 per cent for licensing against the world average of 70.8 per cent. The issues must be ironed out for the promotion of foreign investment in this space and inspire confidence in the industry about their global standing.

It is confusing that the Ministry's only flagship scheme, that is, the Regional Connectivity Scheme - UDAN is also seeing allocations reduced from Rs. 900 crore to an allocation of Rs. 600 crore for the upcoming Financial Year 2022-2023. We wonder if it is a trend to reduce commitments to major initiatives after raising the hopes of a sector. For example, there is a noticeable weakening of commitment once the lifecycle of promotion of a scheme has come to an end.

Andhra Pradesh is the only major State, which has three major airports, namely, Vizag, Vijayawada and Tirupati. Unfortunately, none of these airports individually or all put together are providing air connectivity with all capital cities in the country. Of the 94 RCS-UDAN routes that have completed a three-year tenure till 30 November, 2021, only 22 routes are in operation.

The Government was hoping that after the expiry of the three-year subsidy period, airlines would be able to sustain the routes without outside support. While it is an important objective for any scheme to have a sunset clause, which ensures sustainability, but it is short-sighted to withdraw support or reduce commitment at a time when COVID disrupted the industry. We can see that the tourism industry is needing additional support as the problem seems to be more acute on the tourism regional connectivity routes. Out of 106 tourism RCS routes that were floated for bidding, airlines responded with bids

only for 46 tourism routes, and by February, 2022 only 31 out of these 46 routes are operational under UDAN. It is our appeal to the Minister to consider sustaining support and Viability Gap Funding for a time horizon of at least 10 years before they expect the connectivity established on certain routes is not dependent on Viability Gap Funding.

On observing the Ministry's Budget, it has been noted that a token provision of Rs. 10 lakh has been made for Krishi Udaan Scheme, which was announced way back in the 2020 Budget. Krishi UDAN 2.0 focusses on transporting perishable food products from hilly areas, North Eastern States and tribal areas.

It does not bode well that even after completion of two financial years -- after announcement of the scheme by the hon. Finance Minister, Shrimati Nirmala Sitharaman during the Budget -- it has received just a token allocation.

The demand of Bhogapuram has been accepted by the Central Government in the form of 'in principle' approval. I understand that certainly there are conditions regarding compensation to the Airports Authority of India but Bhogapuram is not just planned as a civil greenfield airport but also as a strategic one given the Indian Navy's dependence on Visakhapatnam Airport, whose capacity cannot be increased because of the limitations of geography.

Finally, to conclude, I would request the hon. Minister to take necessary steps for Tirupati as a MRO Centre.

Thank you.

[Translation]

DR. ALOK KUMAR SUMAN (GOPALGANJ): Hon. Chairperson Sir, I thank you for giving me this opportunity to speak on Demand for Grants of Ministry of Civil Aviation for the year 2022-23.

Hon.Sir, the Demand for Grant of Ministry of Civil Aviation was Rs.11183.10 crores against which the Ministry of Finance allocated Rs.10,667 crores. The Ministry of Finance rationalized Rs 516 crores for Regional Connectivity Scheme (RCS) and Air India Asset Holding Limited (AIAHL). The Ministry of Finance has also shown that the Central Sector Scheme for the year 2022-23 will also be made more effective. I am of the opinion that the allocation for AIAHL is justified for Civil Aviation. If more than Rs 101.28 crore is allocated for RCS, then the 'Ude Desh ka Aam Naagrik' i.e. UDAN scheme under RCS will become effective.

Sir, as we all know that UDAN scheme is the dream project of Hon. Prime Minister. Hon.Prime Minister has said, which I would like to quote here-
[English] 'India's aviation sector will become a symbol of national progress.'

[Translation]

Sir, there is Sabeya Airport located in Hathua subdivision in Gopalganj of my parliamentary constituency . Sabeya Airfield was built and utilized during the Second World War. There was also a separate bunker for the plane. It was at a strategic location from the international point of view. According to the statistics of the Government, it is spread over 473.295 acres. According to local statistics, it is estimated to be about 517 acres under which 1011 encroachments have been identified, which accounts for 338.66 acres of encroached land. This is the report of the Ministry of Defence.

Sir, I express my thanks and gratitude to Hon. Defence Minister, Shri Rajnath Singh, the Hon. Aviation Minister and the officials of the Ministry for including Sabeya airfield in RCS-UDAN, so that air service can start from there.

Sir, Sabeya airport has two long runways, which need to be repaired, so that air travel can start with less cost. If the Ministry of Civil Aviation along with the Ministry of Defence hands over relevant documents to the local district authorities of the Government of Bihar and gets strict order for removal of encroachments, then airline will soon be ready to invite bidding. Millions of people from Gopalganj, Siwan and neighboring districts live in Gulf countries. Most of the foreign exchange in Bihar comes from these districts. These people have to go 150 to 200 kilometers away to take a plane to Delhi. There is no direct train from Gopalganj to Delhi as well.

Sir, if allocation is increased for RCS under Demand for Grant, then Gopalganj will definitely be benefited. Therefore, I request the Honorable Minister to start the process of bidding for operationalising Sabeya airport and making it encroachment-free, so that the dream of 'Ude Desh ka Aam Naagrik' can come true.

Sir, *[English]* 'India is the world's third largest market in the civil aviation sector', *[Translation]* but 6 metropolitan cities together have 65% air connectivity and 61% traffic. Therefore, it is necessary in the country today that small and medium sized cities should also be connected, so that the dream of the honorable Prime Minister and common citizens to travel by air can be fulfilled. I was reading the report of International Civil Aviation Organization (ICAO).

India is also its founder member. India has made rich contribution in ICAO sector. The Governments of 193 countries are cooperating in air transport in ICAO. There has been an unforeseeable increase in air travel and demand. According to ICAO, there will be 100 percent increase by the year 2030. The development of this sector is the need of the country today. As it is estimated that the number of passengers traveling by air will be more than double within next 8 years, therefore, if the Ministry emphasizes on infrastructure in the Demands for Grants, then it will help to complete works related to 200 airports, heliports and seaplanes.

Sir, the Government has opened defence airports for civil use. Sabeya airfield in Gopalganj has also been included in RCS-UDAN scheme under the same. This is an important reform. Through this process, 8 new flying academies and 5 airports have been started, where the youth of the country will get training.

Sir, I have a suggestion that for the strong growth of civil aviation sector, whatever pending issues are between Ministry of Defence, Ministry of Civil Aviation and Airport Authority of India, should be resolved soon, so that land transfer can be done soon and the RCS-UDAN scheme becomes success. Land acquisition is required for Sabeya airfield of my Gopalganj. Here encroachment is the only problem. This airport has two runways also. Therefore, the cost of renovating it will also be less. Its commercial feasibility is also very high. I would request the Minister to make it operational soon after removing its encroachments, so that the people particularly who go to the Gulf countries would get benefitted.

Sir, with these words, I conclude my speech and support the Demands for Grants.

[English]

SHRIMATI SARMISTHA SETHI (JAJPUR): Sir, I will flag some issues relating to allocation, safety, passengers' concern and the issues relating to my State, Odisha.

Regarding allocation, the Standing Committee on Transport, Tourism and Culture in its 314th Report examining the DFGs for the Ministry has noted that while the projected demand of the Ministry for 2022-23 was Rs. 11,183.10 crore, an allocation of Rs. 10,667 crore, i.e. Rs. 10,590 crore for revenue and Rs. 76.46 crore for capital, has been made which indicates a shortfall of Rs. 516.10 crore. In addition, Internal and Extra Budgetary Resources of AAI for capital expenditure for 2022-23 is Rs. 4,574 crore.

The Standing Committee noted that not agreeing to the projections for the Regional Connectivity Scheme by staggering the amount of Rs. 101.28 crore is a cause of concern. The RCS scheme which has given a boost to affordable connectivity should have been encouraged by the Government through sufficient budgetary support. The curtailment of funds at this stage may hamper the smooth development of this important scheme. This is the view of the Standing Committee.

Sir, looking from another perspective, 87 per cent of the allocation, i.e. Rs. 9,259.91 crore and Rs. 165 crore for servicing of debts of Air India was transferred to AIAHL, a special purpose vehicle, and for providing medical benefits to retired permanent employees of Air India Limited. In the Revised

Estimate for 2021-22, the amount was Rs. 72,652 crore. It means that the rest of the allocation is limited only to 13 per cent.

Already struggling with COVID-19, such low allocation will affect the growth of the sector. I am of the view that more capital expenditure can be used for modernisation of airports and construction of new airports in line with the international standards. The low allocation will affect the safety and security. There has been a decrease in allocation in BE for 2022-23 for revenue as compared to the projected amount for DGCA by Rs. 37.08 crore, for BCAS by Rs. 22.62 crore and for the National Aviation University by Rs. 8.60 crore. There has also been a decrease in BE for 2022-23 for capital with respect to BCAS by Rs. 13.31 crore and AAIB by Rs. 3.40 crore, where less than one-fourth of the projected amount of Rs. 4.40 crore has been allocated.

15.00 hrs

The decrease in the funds for the agencies looking after the safety and security in civil aviation sector such as DGCA, BCAS, and AAIB despite the increased security concerns in the sector is a matter of serious concern. I am of the view that additional funds should be provided to the agencies manning safety and security.

I would also like to raise another issue regarding the vacancies of Air Traffic Controllers. Out of 3871 sanctioned posts of Air Traffic Controllers, available strength of ATCO is 3163 leading to 708 vacancies. Since 2017, no post of ATCO has been created. These vacancies should be filled up immediately.

Sir, a combined headquarters building has been planned for DGCA, BCAS, AAIB and AERA, and allocation has been made under BE 2022-23 in

capital section and all the aforesaid organisations will be contributing for expenditure of the said building. However, no capital allocation has been made in BE 2022-23 for AERA. Then, how does the Minister propose to ensure contribution on the part of AERA for timely completion of the headquarters building?

Coming to the greenfield airport policy, the Ministry has so far not conducted any study or published any blueprint regarding the advantages and disadvantages of greenfield and brownfield projects, though the Ministry of Civil Aviation has notified a Greenfield Airports Policy in 2008. Further, though 21 airports have received in principle approval of the Ministry, only eight airports have been operationalised. The Ministry needs to focus on the operationalisation of remaining airports and formulation of a guideline will expedite the development of the airports. Every greenfield airport must be planned in such a way that it should meet the requirements of at least the next forty years. Necessary land for the airport may be acquired based on futuristic planning; construction and development can be undertaken in the future depending on the requirements.

Sir, another point is pricing. Whether it is cyclone, earthquake or any crisis, it is a matter of deep concern that airlines see opportunity in these crises and increase their fares. We have seen this when the Ukraine crisis unfolded.

Airlines should be strongly told that during a crisis period, they should exercise restraint in abnormal profiteering. Also, food prices at airports should be reasonable.

Sir, I will conclude with a few points which are very important for my State Odisha. One of them is Shri Jagannath International Airport at Puri. The

proposed new airport has become necessary as the nearby Biju Patnaik International Airport at Bhubaneswar has reached its design capacity and owing to a large influx of tourists and pilgrims to Puri. In June 2021, a team of Airports Authority of India conducted a pre-feasibility study of the proposed project site. I request the hon. Minister to expedite the matter.

Sir, the Ministry of Civil Aviation has included Bhubaneswar-Amarda Road of Mayurbhanj District as a special RCS route under UDAN on the request of the State Government to connect the remote areas of the State. The air connectivity to Amarda Road airstrip in Mayurbhanj District will provide for connectivity in the Northern part of Odisha. Several requests have been made to DRDO which is in control of the above airstrip to let the State Government use the airstrip for public.

The State Government of Odisha intends to shift the old Dakota aircraft from Kolkata to Bhubaneswar to commemorate the legacy of the late Biju Patnaik, ex-Chief Minister of Odisha. A joint team of AAI and State Government officials has selected a site in Biju Patnaik International Airport to position the Dakota aircraft as a museum display. The Chairman, AAI, was requested to issue NOC and give in principle clearance to position the aircraft. The reply is still awaited. I will request the hon. Minister to look into this matter.

Thank you, Sir.

[Translation]

SHRIMATI SANGEETA AZAD (LALGANJ): Hon'ble Chairperson, I am thankful to you for giving me an opportunity to participate in the discussion on the Demands for Grants relating to the Ministry of Civil Aviation. Along with you, I also thank our Hon'ble Party President Behan Kumari Mayawati ji. As far

as I know, there was hope of economic development through construction of airports under the PM Gati Shakti scheme. However, the Government has not come with any details so far in this regard. The aviation industry stakeholders have criticised the absence of any supportive measures for this sector by the Government. This includes measures such as reduction in Excise Duty on Aviation Turbine Fuel, reduction in ATF price in the form of Excise Duty, concessions and allocation of funding for the airlines etc.

Sir, the Government has earmarked an amount of Rs.51,971 crore to settle the outstanding guaranteed liabilities of Air India as part of the sale of Air India to the Tata Group. These include those loans also that were not transferred to the Tata group as part of the airline's sale.

The UDAN RCS scheme provides important funding to India's airline companies for operating flights on new and non-serviced routes under the Regional Connectivity Scheme, Ude Desh Ka Aam Nagrik. It is important to democratize air travel for Indians also, though the scheme has seen a reduction in allocation from Rs. 994 crore to Rs. 600 crore during the financial year. As a result of the announcement of a hike by the Government of India in the base price of ATF up to 8.5 per cent, the price of the commodity in NCR has reached Rs. 86,038.16 per kilolitre, the highest ever. These expenses are generally passed on to the passengers and they may result in an increase in air fares for the common citizens of India.

Sir, according to the Standing Committee on Transport, Tourism and Culture, 86.8 per cent of the allocation in the Budget for the year 2022 is meant for disinvestment of Air India Limited and Special Purpose Vehicles, which means that effectively, only 13.2 per cent of the Budget has been qualitatively

allocated for this sector which comes to Rs. 1407 crore only. The Committee has said that such a low allocation will stall the growth of the Civil Aviation Sector, which is already suffering due to the pandemic-induced slowdown.

Sir, official forecasts including the above points show that there has been a steady decline in the growth rate of number of passenger traffic at Indian airports. The growth forecast for the year 2022-23 is 20 per cent following a growth of 73 per cent in the year 2020-21 and 69 per cent in the year 2021-22. The growth forecast for the year 2024 has further declined with the growth rate being 11 percent. It has been observed that the demand for revised estimates always exceeds the actual allocation.

The expenditure of the Ministry has been less than the revised allocation consistently since the year 2017-18 which has been noted by the Standing Committee on Transport, Tourism and Culture. Sir, the lack of plans on the part of the Ministry to utilize the estimated funds has also been pointed out. The government has announced to construct 21 new greenfield airports and this is a commendable work. However, I would like to draw the attention of the House towards the airport in my district Azamgarh. There have been many difficulties during its construction. The Government has promised from time to time during the last two years that the project is almost ready, but the government has not been able to start operating this airport so far. The Azamgarh airport was inaugurated in the year 2018 and was scheduled to be completed by 2020. The Ministry has failed to complete the project and has enumerated several reasons for it. Azamgarh to Lucknow is the proposed route, but the nearest airport Varanasi is 110 kms away from Azamgarh which causes a lot of inconvenience to the people of this area. This is contrary to the

Government's promises of providing air travel facility to common citizens. The ministry should give priority to this airport so that people of our area get the facility and can travel easily by air.

Sir, the passengers of the neighbouring districts of Azamgarh such as Mau, Ghazipur, Ballia, Faizabad and the border areas of Gorakhpur suffer financial loss by making extensive use of time and fuel for air travel at the same time also undergoing physical and mental sufferings. If the Manduri airport in Azamgarh becomes operational at the earliest, there will be a strong possibility of getting a new market for handloom related businesses such as Banarasi sarees, Mau's handloom industry, Azamgarh's black soil pottery industry, decorative equipments and materials. This will prove to be effective in removing unemployment and the residents of this area will get the means of employment. This way, the migration of the unemployed people of rural areas towards cities can also be arrested. Sir, I would like to point out in the same vein that due to lack of immediate air travel facility to the sick people from my district, even very capable people die untimely.

Finally, before I conclude, I request the Government, through you, to give priority to the local unemployed people for working at the Manduri Airport especially the children of those families whose agricultural lands have been acquired by the Government to build the airport thus taking away their livelihood.

Sir, I request you to start operating flights from Manduri Airport at the earliest so as to ensure smooth economic development of my home district Azamgarh, make available national and international markets for the products of this district and provide employment to the unemployed people locally thus

preventing wastage of time and money for the common people. With this request, I conclude. Thank you very much for giving me the opportunity to speak.

[English]

SHRI SUNIL DATTATRAY TATKARE (RAIGAD): Hon. Chairperson, Sir, thank you very much for giving me the opportunity to speak on the Demand for Grants of the Ministry of Civil Aviation.

In the Regional Connectivity Scheme, nine airports in the States of Nashik, Jalgaon, Kolhapur, Solapur, Nanded, Ratnagiri, Sindhudurg, Amravati and Gondia were selected from Maharashtra. Out of the same, six airports are already operational. I would like to request the hon. Minister to include Akola Airport under the Regional Connectivity Scheme as the number of passengers flying from these airports are approximately eight lakh. The air services of Mumbai-Nashik, Mumbai-Jalgaon, Mumbai-Kolhapur, Mumbai-Solapur, and Nashik-Pune need special attention under the UDAN Scheme.

Shirdi Airport is one of the holiest airports in the country. It gives me great pride to apprise this august House that cargo at Shirdi Airport has crossed the 100 MT benchmark and efforts are being made to start cargo operations through a separate cargo terminal, especially for perishable cargo with cold storage facilities and customs facilities as well. As the holy city of Shirdi witnesses lakhs of pilgrims across the world, I would like to request the hon. Minister to award international airport status to Shirdi Airport.

The Navi Mumbai International Airport is one of the important airports in the country. In 2008, the Government of Maharashtra had given approval for that. The State Cabinet had given approval in October, 2017. About 99 per

cent of the land has been handed over to the Airports Authority. Navi Mumbai International Airport has received an in-principle approval from the SBI to provide debt of Rs. 12,770 crore out of the overall project cost of Rs. 19,000 crore for Phase-I and Phase-II. The financial closure is expected to be achieved by 31st March, 2022. The Phase I and Phase II of the project -- with an overall capacity of 20 million passengers -- are expected to be commissioned by Navi Mumbai International Airport by 30th December, 2024. I would also like to request the hon. Prime Minister that this work be taken up on a top priority by the Prime Minister's Office and be completed within a stipulated time.

Ratnagiri is one of the beautiful places in my Konkan area. Now, the Ratnagiri Airport is currently managed by the Indian Coast Guard. If international status is given to this airport by extending the airstrip, tourism activity will be increased, giving impetus to employment opportunities to locals. It will also help in the holistic development of the Konkan region. It will also be beneficial for air transportation of Alphonso mangoes, cashew nuts, fish, and other sea foods, which will increase the incomes of the farmers of Konkan region.

Hon. Chairperson, Sir, if I talk about the figures, the scheme worth Rs. 40 crore came from the Coast Guard. The hon. Deputy Chief Minister of the Government of Maharashtra, Shri Ajit Pawar has already sanctioned Rs. 100 crore for the building purposes. Earlier, the length of runway was proposed to be 1400 metres. Then, it was enhanced to 1800 metres. Now, today, it is 2100 metres long. But for landing international aircraft, the length of runway has to

be about 2500 metres. If it is lengthened to that extent, that will be much better.

The Pune airport contributes so much to the State and to the National GDP and has seen tremendous economic growth because of numerous companies across varied sectors such as IT, manufacturing, automobiles, aerospace, pharmaceuticals, locomotives, finance etc. Pune is also referred as the educational capital of India. The need for an independent airport in Pune region cannot be ignored. The present airport in Pune is owned by Indian Air Force. This airport is capable of handling about 190-200 civil aircraft movements per day and over 8 million passengers per year. In fact, Pune airport was designed to handle about 1-1.2 million passengers annually.

In addition to this, Pune region and neighbouring districts handle their international air cargo at Sahar air cargo complex at Chhatrapati Shivaji Maharaj International Airport (CSIA), Mumbai. Over twenty per cent of the air cargo handled at airport pertains to Pune and the neighbouring districts.

The new airport in Pune will give a major boost to the services such as logistics, warehousing, and ground staff, and residential and industrial activity in Pune region. This will generate employment for local population and bring additional revenues to the State government and to the Central Government. It should be emphasised that this airport is not solely for Pune.

It is for all the districts under Pune division and certain other districts in the neighborhood State which covers a population of 30 million that is almost 25 per cent of Maharashtra's total population. It will boost exports of agriculture and many other sectors from Pune and surrounding districts.

I would like to draw the attention of the hon. Minister to sanction an international airport at Pune and international airport status to my Ratnagiri district airport in my Konkan region.

Thank you very much for giving me this opportunity.

DR. M P ABDUSSAMAD SAMADANI (MALAPPURAM): Thank you Sir for giving me this opportunity to take part in the discussion on the Demand for Grants under the control of the Ministry of Civil Aviation.

Sir, it is a very important hour in which we are discussing about the Ministry of Civil Aviation and the Demand for Grants related with the same Ministry.

Sir, the international flights are going to be restarted. The occasion is so important for all the passengers throughout the country and also for the foreign nationals who visit our country. The Government has updated entry requirements for incoming travellers like vaccination and everything. So many important things are related to this. Though I would like to emphasize here certain very important major points related to the Ministry, I have also to draw the attention of the House and the hon. Minister to certain points and to certain problems. These are very serious problems that are faced by the Calicut international airport which is situated in my Constituency.

Regarding the Ministry's functioning, my suggestions are as follows. For example, a proper public grievance redressal system has to be established. That is my suggestion to the hon. Minister. Many issues are there which are coming out everyday. The problems are not only related to the Ministry but also related to the passengers which are being faced in the airport and also

outside the airport. There must be a proper public grievances redressal system.

Sir, our system has to be more passenger friendly. Though attempts are being made now and then repeatedly to make it more passenger friendly, still our passengers are facing very serious problems and they have to be undone and they have to be solved. There is a widespread need for it throughout the country. I would like to draw the attention of the hon. Minister to the fact that there is need for operating more and more international flights. We had approached the hon. Minister about this with regard to our Calicut international airport that we need more international as well as domestic flights. Even after repeatedly reiterating our commitment to the cause of passengers, there is sometimes exploitation of passengers, especially by the airline authorities.

We always talk of our commitment to the cause of the common man. Towards achieving this end, we have to consider upgrading the under-reserved air routes and ensure air travels to all areas throughout the country. Air travel has to be made more affordable and widespread. For example, the growth and development of transport infrastructure in all regions and in all the States of the country have to be ensured.

I would like to draw the attention of the hon. Minister to the issue of collection of user's fee even now. We are actually collecting money from the passengers. The passenger is the payer and we are attempting to improve our infrastructure depending mostly on this income, even though the Government also is spending for it. In addition to Government spending, there is a user's fee taken. I came to know that from 1st April this year, this user's fee is going to be increased in all the airports in the country. If we are really committed to the

aam admi, then my humble request to the hon. Minister is that this system of user's fee has to be withdrawn for ever. There is no meaning for the Government to collect such an amount from the passengers.

Sir, coming to the Calicut international airport, we have some serious problems which are quite well known to our hon. Minister. The Calicut International airport has good passenger movement. The Government speaks of privatisation. This Government has selected a few airports for privatisation on the basis of observing the annual trend of passenger movement of all airports and airports having an annual traffic of more than 0.4 million passengers. Though we are not in favour of this theory of privatisation, Calicut international airport is included in this list along with other airports, such as, Nagpur, Varanasi, Dehradun, Trichy, Indore, Chennai, Coimbatore, Bhubaneswar and Patna. That means, the Calicut international airport has a good passenger movement. Even after that, as it is known to the hon. Minister, our airport needs development and the Government has to take this aspect into consideration. It has to help this airport which is making profit and contributing to the national income. Why is this airport ignored? Why is the development of the airport not taken into consideration by the Government?

Sir, the other point is about resumption of the wide-bodied aircraft. We approached the hon. Minister and we are grateful to him for cancelling the proposal for reducing the length of the runway for expansion of the RSA.

That is good. If that proposal would have been implemented, it would have resulted in the loss of all hopes for the development of the airport and also for resumption of the wide-bodied aircraft.

I am asking the hon. Minister as to why there is a delay in this regard. The hon. Minister should personally intervene in the matter.

[Translation] Sir, we are tired of waiting. A poet has said:

"Marne ke baad bhi meri aankhein khuli rahin, aadat padi huyi thi inhein intezaar ki."

We have tired of waiting. ... *(Interruptions)* How should beauty look. We are tired of waiting. The Hon'ble Minister knows very well about the problems of our airports.

[English]

I request the hon. Minister to do something to resume the operation of the wide bodied aircraft which were stopped after the unfortunate air crash. After that, many days have passed. ... *(Interruptions)* I request the Government and the Minister to start the domestic cargo and the international cargo services at the Calicut Airport.

I hope the hon. Minister will be considering the problems of all the airports of the nation, specially those of the Calicut Airport.

SHRI DUSHYANT SINGH (JHALAWAR-BARAN): Sir, firstly, I would like to thank my Party for giving me this opportunity to speak on the Demands for Grants of the Ministry of Civil Aviation. I would like to thank our hon. Prime Minister for Operation Ganga and the hon. Ministers who had gone from India to Poland, Romania and Hungary. I thank all the four Ministers and the entire team of the Air Force, the Department of Civil Aviation and the Defence Forces who were helpful to get all our citizens back from Ukraine and the affected areas.

15.27 hrs(Dr. Kakoli Ghosh Dastidar *in the Chair*)

I also want to thank the countries which supported us in this endeavour.

Sir, I would like to begin my speech by saying that when you look at the Budget, you will find that a large part of the Budget has been put in or the allocation has been put in for Air India Assets Holding company. When you look at the Air India Assets Holding Company and the money which has gone in, *[Translation]* We should remember as to why did it happen? It happened because these many planes were procured by the UPA Government. Two EGoMs were conducted alongside buying planes. One EGoM was conducted in September followed by another in December. Discussing today, regarding price revision, we will see that *[English]* it has been gone into and it has been investigated by the CBI.

Now, when we talk about that, we feel that the pressure went on to the Government and Air India to purchase these planes. Therefore, as the hon. Minister and the Government have said, we want to be facilitators. We want to give you guidelines and be a part of the facilitating process to help this out. For this, after disinvestment of Air India, through DIPAM, Rs. 9259 crore have gone in for this year and it will go in for successive years for the misdeeds of the previous UPA Government, thanks to which we have to now pay for it, to get us out of the financial stress vis-à-vis the Ministry of Civil Aviation.

DR. NISHIKANT DUBEY (GODDA): Who was heading the EGoM?

SHRI DUSHYANT SINGH: At that time, EGoM was headed by a Member who was the then Home Minister of the Government of India and the EGoM changed the rates from September to December. This has to be mentioned on the floor of the House because due to this problem, we, meaning the civil

aviation industry, the Air India and the Maharaja had to face a problem due to which we have to now divest and look towards the divestment route. Therefore, this money has been kept there. Under the Look East Policy, the Government of India, under the leadership of Prime Minister, has considered the importance of Hollongi Airport. The agricultural produce of Arunachal Pradesh transporting through Krishi UDAN Scheme will be helpful to the people of Arunachal Pradesh. Therefore, the progress is going on.

Madam, I would like to mention that civil aviation is one of the fastest-growing sectors. We passed through the COVID-19 period. We had 61 million passengers in 2013-14. There was a growth of 14 per cent at that time.

What do we need to modernise our airports? The answer has already been stated by the then Minister of Civil Aviation, Shri Hardeep Singh Puri in his reply on 6th February, 2020. If we look at the passengers arriving in our country in 2018-19, it was 374 million per annum. If we look at various airports, for example, the Port Blair Airport, the capacity was 0.70 million passengers but the footfall was 1.71 million. The capacity of Delhi Airport, DIAL was 75 million passengers and the footfall was 69.23 million.

I think the hon. Minister and the Prime Minister have looked at Jewar Airport. Under the Prime Minister Gati Shakti Scheme, how can we have multi-model transport system from Jewar Airport to Gautam Buddh Nagar or elsewhere?

My previous speaker was talking about ATF. The Hon. Minister has requested everyone to reduce the taxes on ATF. He has personally written to every State. I belong to the State of Rajasthan. My State has 26 per cent tax on ATF. The previous speaker was talking about West Bengal. They have

25 per cent tax on ATF. How can we help tourism if we cannot reduce the taxes on ATF? It will affect tourism; it will affect the airline companies. We need to look at that. We need to support the Government.

I have just spoken about the capacity of our airports and also about divestment. Regarding airline pilots, IGRUA was set up in Raebareli. We have to go on PPP mode because the pilots coming out of this centre do not have the training on aging aircraft. They do not have any instructors. Therefore, the Government is considering to have a PPP model for this.

Members were mentioning about MROs. Only 15 per cent of the total Indian MRO industries are working here. All our industries are going abroad. So, the Government is considering to get the MRO facilities and to increase the pilot training centres. It is also opening the Look East Policy for places like Lilabari, Jalgaon, Jalgavi, Khajuraho and Kalabari.

Madam, I would want to tell this House that the Government is also talking about aircraft leasing policies. There is 100 per cent tax holidays for 10 years for aircraft leasing on capital gains. So, these are the facilities we are looking at.

Madam, we are also looking to link our seas and rivers. Our hon. Prime Minister had gone to Sabarmati River and talked about enhancing tourism. We want to increase tourism and airplane connectivity under the guidance of Port/Shipping Ministry, which will give us the opportunity on the high sea by working with the Civil Aviation Ministry.

Now, we have also reduced the paper processes under eGCA so as to ease the distribution of flying licences. HeliSewas have given opportunities for the flying services ... *(Interruptions)*

Madam, within two minutes, I am concluding my speech.

Shri Nitin Gadkari-ji, today mentioned about airports. The hon. Mantri-ji of Civil Aviation is here and he belongs to Madhya Pradesh. Nitin-ji had mentioned regarding planes' landing in airports on the highway. I belong to Dholpur, and in Dholpur, we have the same facility out there of the runway.

Madam, when we talk about religious tourism, we must also talk about places like Deoghar, which is under Nishikant-ji's Constituency where the airport is being talked about. We should open up the airport there because it is of national importance. It is a Defence airport. Plus, it will also help our tourism sector.

Similarly, Gorakhpur, which is also an important centre for pilgrims, we need to look at.

Madam, I would like to say that Mantri-ji is really working hard and his Ministry is looking at to work out on regional connectivity. The regional connectivity cannot happen alone. It is to be done by association. The Mantralaya and the airline companies both have to work together. The Government is giving its best facility to do that.

Madam, now, we have to talk about drone. The drone industry is the future of India. When we develop drone industry, it would help the agriculture industry; it would help the mining industry; and it would also help the infrastructure industry. The Government of India under the leadership of Narendra Modi-ji is talking about Production Linked Incentive scheme vis-à-vis drones. An amount of Rs. 120 crore has already been put in drone industry. Drone is the future for the civil aviation industry in order to help and

handle its policies. So, we want to thank the Mantri-ji for his best efforts and we also want to thank the hon. Prime Minister.

I would like to end my speech by saying that the hon. Prime Minister has always mentioned about '*sabka saath, sabka vishwash, aur sabka vikas*' [Translation] Taking inspiration from him, we all need to follow his footsteps. I have firm belief that the country will march forward by following him and the Hon'ble Minister.

Jai Hind, Jai Bharat.

DR.S.T.HASAN (MORADABAD): Hon. Chairperson Sir, thank you very much for giving me an opportunity to raise my demands on the Demands for Grants related to the Ministry of Civil Aviation.

Through you, I would like to tell the government that I belong to Moradabad district, from where goods are is exported to all over the world. Products from this place are exported to all the countries from America to Europe, Middle East, Japan etc. The exporters of Moradabad have to come to Delhi, Mumbai, Chennai and Kolkata frequently. I am sorry to say that it has been about ten-twelve years since an air-strip was built in Moradabad. It has always been our demand that at least domestic flights should be operated from here so that our exporters and artisans can easily travel to Delhi and Mumbai. They are always promising that airport will be inaugurated on a particular date but nothing happened till date.

There is a demand from our Minister that domestic flights should be operated from the said airstrip as soon as possible so that the people there can easily commute. Things are exported around the world from here. Exporter have to come to Delhi first then they go to different places. International flights

should also be started. Somewhere in this fast-moving world, we feel that our resources are few and we are lagging behind in this world.

Therefore, I demand that international flights and domestic flights should also be started as soon as possible from Moradabad. Thank you so much.

[English]

SHRI HASNAIN MASOODI (ANANTNAG): Thank you, hon. Chairperson, for giving me this opportunity to participate in the discussion on the Demand for Grants under the control of the Ministry of Civil Aviation.

First of all, I would like to congratulate the hon. Minister for the way he organised evacuation of our students from Ukraine. That tells us the leadership role he is cut out to play. *[Translation]* I think that by giving this Ministry, his capacity *[English]* the dash and direction he has, *[Translation]* justice has not been done to him. He has been given a dying Ministry *[English]* unless he has been given a support in a big way, so that he can infuse new life in this Ministry. *[Translation]* The allocation for this ministry is very less. The budget allocation is inadequate for his visions, directions and benchmarks.

[English] So, most of the allocations that are being made are eaten up by this special-purpose vehicle. He has to inherit this Ministry with all this baggage. *[Translation]* This is a tough challenge before him. After that, a challenge has also arisen before him due to the 8.5 percent increase in ATF. He couldn't do anything due to this. Despite tied hands, the programs of the ministry are very encouraging and ambitious plans *[English]* But I am sceptic about whether he will be able to achieve the target with this kind of allocation.

[Translation] Firstly, the budget allocation for the programme meant for common people is only 600 crore rupees. What can he do from it? Can he

complete his vision to construct airports and increase connectivity through this allocation? I think there will be many hurdles in his way. Like this, his aim is to make around 30 crore domestic ticketing possible by 2022. Is it possible to raise domestic ticketing around 30 crore? Other than this, whether it is possible to achieve around 10 million tonne cargo and 20 crore international ticketing by 2027 ? *[English]* with these kinds of allocations and resources?

All these matters and programs made are related to the Ministry. I hope that he will achieve his aim despite all these difficulties on his way. I will come to Jammu and Kashmir. Jammu and Kashmir is the biggest tourist destination. The state itself is saying this, because when something else happens, they build up a narrative of normalcy by talking about innovations. At that time, they say in a very nice way that so many tourists are coming, but will only our Sheikh-ul-Alam International Airport be able to handle so much passenger load?

Madam, the Minister himself knows that Srinagar airport operates about 82 flights in a day. The infrastructure there is not too robust to handle so many flights. Please include Jammu and Kashmir in the regional connectivity scheme which is being worked out. There is an airport at Avantipora in Jammu and Kashmir. It can be used for regional connectivity to Pahalgam and Amarnath. It will cost him nothing. Airstrip is ready. It was used by the Indian Air Force. I had also requested the Honorable Defense Minister to make solid arrangements there so that the airstrip of Avantipora becomes functional and it may come under the purview of the regional connectivity scheme. Rush in Srinagar airport will be reduced as well as tourism will also be promoted.

Madam, I would like to talk about Jammu-Kashmir and other parts of the country also. Free hand has been given to private airlines to decide their own fares. You will be surprised to know that the fare for Delhi-Srinagar is more than of Delhi-London. Sometimes Delhi-Srinagar tickets cost more than 50,000 rupees because they are not regulated. We have a welfare state. You have talked about common man wearing Hawai chhappal to fly on 'Hawai jahaz'. If you don't regulate, how can this dream come true? When our National Highway 44 is closed, private airlines increase the fare four to five times. It is the dream of the Honorable Prime Minister that the common people may also travel by air and it can be fulfilled only when the airfare is regulated. Make a chart for one year and see how the fare keeps fluctuating sharply. We keep blaming others or the UPA government. They have been in power for ten years and there should be objective talks. The Minister should be supported. The Minister can handle a Ministry bigger than this. His hands are tied. I request that attention should be paid to all these things and to resolve the tourism and airport related problem being faced in Srinagar.

[English]

HON. CHAIRPERSON : Hon. Members, those who want to lay their written speeches on the Table may do so. It will be treated as part of the proceedings.

Now, Shri Rajiv Pratap Rudy.

[Translation]

SHRI RAJIV PRATAP RUDY (SARAN): Hon. Chairperson Madam, I was listening to my friends and whenever there is a discussion on civil aviation in the House, I listen to even the smallest of the issues. Naturally, everyone wants an airport to be constructed and flights to be landed in his area,

whenever he comes across any airstrip anywhere in this country. In general, the way the Prime Minister has worked in this field in India, has evoked the aspirations of the people. People have accepted him and the country is progressing day by day. I am happy that a very young and dynamic colleague is holding the position of Minister of Civil Aviation. I would not have spoken as much as I am going to say today, because for the last three to four years, other people have been in this position as well.

I am speaking here today because Jyotiraditya Scindia Ji is present here. So, it is a very important day for me. Therefore, I may sound a little bitter and may sound a little affectionate and motivating as well. Since, you have to fulfill the remaining agenda; you need to take note of the issues raised by me. You do not have to look into that gallery as you have assumed a very important post. I would like to say that for the first time in the year 1991, it was your father who set the agenda for reforming aviation sector in the country and this is the truth. When he set that agenda, there was no airline in the country except Air India. The entire country was dependent on Air India only and for the first time in the year 1991, Scindia Sahab decided to introduce private airlines.

Madam, I got elected as MLA in the year 1990 and there is one good memory connected to it, therefore, I am raising this issue. The 1991 reform was a major reform. Be it Damania Airways, East-West Airways or Jet Airways, had this decision not been taken at that time, this face of privatization in civil aviation reforms that has emerged on the swathe of India today would not have got its shape. It started at that time. I would like to congratulate you for this

work started by your father and it is really very beneficial for the country. If I am standing here, it is because of my experience.

Madam, the second major reform got introduced after him during the Government of Vajpayee Ji. I would like to put it properly. I had a small role in the reforms of the country in the year 2003-04 and for the first time four important decisions related to the aviation sector were taken in the country. The scenario that has emerged in India today is due to those four decisions. They were policy decisions. Vajpayee Ji had played an important role in taking those decisions. I had just a small role to play in that crucial situation. I did not have much knowledge and wisdom at that time. The first decision was that the low-cost airlines were conceived very first time in the year 2003. People today talk about low-cost airlines tickets costing Rupees three thousand, four thousand or five thousand. I still remember that in 1990, when I was an MLA and used to come to Delhi from Patna, the price of an Indian Airlines ticket was Rs. 5,000. Even today, tickets are available for Rs. 5,000. This historic decision of 2003 led to the launching of low-cost airlines like – Air Deccan.

Air Deccan was permitted by the Government to operate in India. However, the airline later shut down and merged with Kingfisher. Thereafter, many small airlines emerged and the first low-cost airline in India was launched in the year 2003. I still remember that the airlines which were opposing this decision with all their might were the same private airlines, like - Jet, Sahara and Air India which got formed in the year 1991-92. They left no stone unturned. ... (*Interruptions*) No, I am talking about 2003. They said that the low-cost airlines is a crazy concept. How could a ticket be sold at such a lower price and they put in all their strength to oppose this decision.

I even remember when Captain Gopinath's maiden flight took off from Tulu, Indian Airlines had cancelled the hangar. That person later held a very important position under the Government of India. He also became my secretary and later became the part of the Election Commission. At that time, the CMD of Indian Airlines had cancelled the hangar and after facing great difficulties, somehow the flight was managed to be landed. When the person said there would be a paperless ticket, everyone used to say that he was crazy. How it could be paperless? Today, people travel by showing tickets in mobile phones, at that time when there was the talk of paperless tickets, people declared him crazy. People said that we would increase revenue by writing on the aircraft, then they said how we could write on the aircraft? An aircraft is an aircraft and nothing can be written on it.

The second incident which you would like to ask me is regarding my relationship with Scindia Sahab. It is a coincidence that very first time I came to Delhi in 1990. I was newly married at the time and did not have a house to live in. Mr. Manish Tewari was the national president of NSUI at that time and was from the same university where I had studied. Being newly married, I sought for help and asked whether some known person is there in the airlines as I needed a house. I came to this Parliament as an MLA in the year 1990 and went to his father's chamber. Within two hours, I was allotted a house in Indian Airlines Colony. So, the credit for staying in that colony also goes to your father. It is also a story that many people do not know. The journey of the life is quite strange. Which we call destiny or fate is quite surprising. It was my destiny that I became a Minister in the same department, in the residential colony of which I used to stay earlier, and it was the same office in which I

used to sit for allotment. It takes a very good luck to happen such pleasing incidences. It is a matter of time and a gift of the fortune. So, your destiny is decided by God. When God gives it to someone, a man has a very small role to play. Today, you are the seventh Minister after me to assume this office. Now, there is a third agenda and if you complete it, your name will be written in golden letters in the history of the country. The reforms of 2003 were - the first, low cost airlines and the second, privatization of airports. If Vajpayee Ji had not amended the Airport Authority Act at that time, this Delhi Airport which is a Brown Field Airport would not have existed at present. Now, I am coming to the same topic of Brown Field Airport.

Mumbai and Delhi, are brown field projects. But at that time another decision was taken that green field airports would be built in the country. What were the green field airports? They were to be constructed in Shamshabad, Hyderabad and at Devanahalli, Bengaluru. It was decided that four airports would be constructed as benchmark airports in India to guide as how to build airports which would be called as green field projects. I will come to that point why I am raising this issue? There were these two above said issues. The third issue was restructuring of tariff about which a lot of decisions were taken in the past. As a result, India's domestic traffic growth increased from 40 to 42 percent during the period from 2003 to 2013-14. There was indeed a movement taken place and the subsequent Government as well as the present Government increased it fourfold by adding Regional Connectivity Scheme (RCS) to it. The Prime Minister of the country had a big vision which led to turning a big dream of the country into a reality. When the planning of RCS was formulated, I remember that the then Prime Minister of the country,

associated me with that plan as I was working under the Government of India at that time. I don't know what happened, after that I didn't get a chance to work on the committee. After the launching of RCS scheme, today, we all implement the scheme and expect that the State Government will give us this benefit as a concessionaire along with the other facilities like – Police for security of the gate and other valuable assets of the airports and the fire brigade for tackling any fire accidents, and lastly, the Government of India will provide the rest 80 percent viability gap funding. Thus we will operate the airports. The plan worked and it became successful. Our aspirations have increased a lot and people across the country want aeroplanes to land even at the smallest airport of their areas. Whenever people see an airstrip in any part of the country, they wish aeroplanes to land in their areas also. Our colleagues from Purnia, Nalanda and Vaishali are sitting here and everyone wants aeroplanes to land in their respective constituencies. But we also need to consider the various aspects like - how the flights would land, what arrangements would be required to be made to build airports, what planning would be required to be formulated and what is the vision towards constructing airports? I would just like to say that all the MPs in the country need to understand that there are three types of airports. There is a brown field airport, which is an already existing airport wherein we carry out some expansion works to accommodate the growing load of passengers, like - widening or extending the airstrip, increasing the runway, etc. The second one is defence enclave. It is the most dangerous because there is no scope there. I have given it a new nomenclature and the Ministry has also started writing it, Defence Brown Field Projects. I would like to tell that whenever you do

friendship with defence, it is not futuristic. It is not a way for India, defence is not the way for 125 crores people. The third one is a green field project. I would like to give you an example. Following this example, the whole country and our policy makers should try to understand the green field project. There is a city in Karnataka and there are also political people who took decision. There was an airport of HAL in Bengaluru, Karnataka. Yelahanka airbase was a big airport. But they decided to build a new airport 40 kilometers away from the city. Devanahalli Airport is 40 kms away from the Bangalore city. There has been an investment of 3 lakh crores at the new airport. A new city has come up around it. This is green field. Now one can ask, what has changed. The old airport in Bangalore had a capacity of 10 million.

16.00 hours

When this new Greenfield Airport was built, its capacity increased to 30 million. Now they have made a plan for 88 million passengers in Bengaluru by the year 2028. It is the vision and the way of thinking. The Government of India, the Hon'ble Prime Minister has shown vision in this budget. We have to formulate plans for hundred and thousand years. The Bengaluru example is the proof of it. We are saying that expand the airport, add runway in that and install lights there. One should have a vision. Someone has shown their vision.

There is another Hyderabad-Shamshabad airport. There is Begumpet airport, which is closed now and has capacity of 22 million people which is more than Kolkata. The Shamshabad airport has capacity of 80 million people. Both these airports have become benchmarks in India, because both the projects were Greenfield projects. There was no barrier in it, there was no

obstruction. Bengaluru built one runway, when the capacity increased, built two and now the third runway is being built. We have to work beyond that limitation, that's why I am saying this.

Friends from Bihar are sitting here and all are my good friends. The Chief Minister of Bihar is doing a great job. But how will these small airports be operational? A 20 or 15 seater airplane flying from Delhi cannot land in Raxaul. Doctor Sahab is from Gopalganj. An 18 seater or 12 seater aeroplane from Bengaluru cannot land at Sabeya airport or a 15 seater aeroplane coming from the same place cannot land at Muzaffarpur. For that you have to make a hub. Hub means, a big plane brings passengers at that place and from there they should be sent through small planes. The concept of Hub and Spoke has been accepted by the whole world. The Government is saying that this airport belongs to the defence and for the last eight years the Hon. MP have been demanding the land. Now, if the traffic increases there will be more airlines. If there will be no capacity and plane flies at a loss, its operations will have to be shut down.

In this context, I would like to draw your attention towards some decisions. There is Patna airport. I am from Bihar and there is only one airport in the country, namely Jaiprakash Narayan International Airport. It has word "International" in it's name and not a single international flight landed there in the last 50 years. How a flight can land there? Even domestic and ordinary flight is not in a position to land there. Once, the plane has fallen. FAA has downgraded it. The entire area of Patna airport is 245 acres. Today it is being built in 6 and 5 thousand acres. Now, who made the decision on this, why such a decision is taken, why the people in Government force the wrong decision to

be taken? Rs 1200 crores have been spent on Patna airport and after spending Rs 1200 crores there is not even a single percent operational advantage. Why this kind of cheating and playing with money happening. Who took this decision and why?

If there is fog, rain and storm, the flight cannot land and Rs 1200 crores have been spent. Not only that, there is one more such decision. I know that it can harm me, what I am speaking. But I have to speak for the nation. Another thought came in their mind that Patna airport is being improved, let us build Bihta airport, 30 kilometers away. Bihta airport is of defence. The Bihta airport is being lengthened. If the length of the airport is to increase, approach lighting system cannot be installed there. CAT-III cannot be installed. A system for low visibility cannot be installed. There is no arrangement for landing. Be it Patna or Bihta, they are being discussed in Bihar. Rs 1200 crore have been spent. Bihta also has the same policy based shortcomings what the Patna airport has. I have written regarding this. The Government also agrees that it cannot be done technically.... *(Interruptions)*

HON. CHAIRPERSON : Many Hon. MPs are yet to speak.

SHRI RAJIV PRATAP RUDY: I am talking about the policy decision. Whenever you ask, I will sit down. I would like to just caution the Hon'ble Minister about this. ... *(Interruptions)* Hon'ble Minister, I got to know the valuation of the 245 acres of Patna Airport land. It is four thousand crore rupees and if it is auctioned, it will be 20 thousand crore rupees. Hon'ble MP from Deoghar is also sitting here. For the last two years, DRDO's field is ready, it is a greenfield project, but it is not operational. Hon'ble Speaker's constituency is Kota and there is a vision for the area, if it is built, the Kota city,

the hub of India, will shine. Hon. MPs from Purnia, Gopalganj etc. are also here. All are demanding an airport in their constituency. A proposal for its construction near to Patna is pending with Govt. of India for two years. The proposal for the biggest airport of South Asia, bigger than Kolkata, bigger than Singapore is pending approval. The Government of India has given its nod. But for some reasons decision is not being taken. I would like to tell you about the defence one. There is Srinagar airport. Its length is 14 thousand feet. But if there is rain, fog; flights cannot land at the airport because CAT-3 landing lights have not been installed there till date in 70 years. Why it is not installed? There is no fault of the Hon. Minister in that. As a matter of policy, there is a scheme of Air Force called MAFI, and Air Force planes do not require CAT-3 landing lights. They come from anywhere, any direction, land and take-off. The civilians there have to face problem. The Standing Committee visited there and it snowed there, so we could not go out for two days. I have made a written request to the Hon. Minister. The Air Force should do it's job. We should not interfere in the work of the Airforce, Navy and the Army of the country. Nor their operations should be limited. We should spend money for the Greenfield project and should avoid defence airport.

Hon. Chairperson Madam, when Pune became the world capital of Covid vaccine and the vaccines were being airlifted from there, the air force closed the airfield for 15 days. It was their requirement. The Government intervened and only then it was opened. They had nothing to do with it. Hon. MPs from West Bengal are here. There is Bagdogra. The day before yesterday I landed there. Whenever I have been to Bagdogra in the last three years, I have found the Cat-3 ILS, Cat-1 not working for the last three years. No officer

of the airport authority can dare to get it rectified? There is visual landing. There is crowd in Bagdogra. Bagdogra is the neck of North-East. It is the way for it. The land was sought for Bagdogra. Two thousand acres of land is needed. Airport authority should be directed to visit there and see the alignment, the wind flow, the direction. Here in Patna, this work has been assigned to the Government that it should decide. Please tell the airport authority to go and check where the alignment, wind flow and direction is and we asked the Government in Patna to decide this. How long will you stop such big schemes which are in the interest of the country? Hon. Minister, I would like to say that the coming generations will always remember you if you complete 25, 30 or 40 green fields projects in your tenure and Patna should be number one. Today, the capacity of Patna is 4 million tonnes. As soon as the greenfields are constructed, it will go beyond Kolkata and you will move to 40 billion passengers. *[English]* These are the prospects. You have to dream about what is going to happen and I am sure you are going to dream.

Now, I will come to the next point. This is slightly a harsher point. *[Translation]* I keep doing something in my spare time. I had a meeting with your predecessor. I said sir, some people are in Manali and Leh. Some are paragliding, some tourists are dying there, some are dying while doing hand gliding, some others are dying by falling into the trench, there is no rule. I made a request and on my request, the Hon. Minister formed a committee. That committee was the National Aerospports Policy. It was great. I was a member of that committee. It was my duty that if I had knowledge of anything in the country, I should utilize it.

I would like to bring to your notice that after studying the country and the world like a small child, I wrote that policy. I handed it over to the committee. The committee did not even remove any commas and full stops in it, which is a very good thing. After that it went for consideration. You did not know this. Every single paragraph and word was accepted which is a good thing. Only two paragraphs were changed in it. The content was the same but the essence was gone. That was – knowledge, knowledge of the power, knowledge of the officer. The one who didn't know how to write a single line in those fifteen pages, added two columns. He sat with his people and friends and he changed two paragraphs. Persons holding power have access to knowledge but the common people do not have that. But when I asked him, he was beating around the bush because nowadays these people speak English well.

Many people who speak good English are in the government. I requested and said why did you do this? Decisions are taken many times in the country. As in the case of ballooning and gliding, gliding is controlled by a machine and a person. In skydiving, people jump from airplanes. On one side there is a machine and on the other side, there is a man. As far as the vintage aircraft is concerned, they did not even know what a vintage aircraft is. I went to Los Angeles and saw an exhibition of vintage aircraft. I put that in this policy. They didn't even know how to include vintage aircraft. It was simply said that it is an aero sport. So, it was declared under the Indian Olympic Association, like Kabaddi, Football, Hockey, Cricket etc. They had no idea that its federation would be formed in the states. This is a commercial activity. Paragliding, parasailing and all these are commercial activities. These activities/sports

include a machine in it. Just because it was called aero sports, it is not like hockey, football or cricket that you make an all-India federation for it. Whatever policy the honorable minister will introduce, his and the government's decision is final. I gave you a slight hint one day. I did not want to speak personally, so I thought to speak once in the House. This policy will be beneficial for the next 100 years. There is a mistake in it which is a structural fault.

You would know that the Honorable Prime Minister of the country has also done gliding and he is interested in paragliding and para jumping. Many of his pictures are from Kullu-Manali. He is fully aware of how these sports have been developed. I know, I have some pictures. [ENGLISH] He takes a lot of interest in that. That is why, I thought that I should put it you. I leave it to your wisdom. It is going to be a landmark decision. For the next thousand years or hundred years or fifty years, I am sure you are going to take a call on that.

[Translation]

Madam, let me come to the topic related to the policy level. As I told you, the decision on low-cost airlines was taken at the policy level in the year 2003 and even today, the way in which the projection has been done in the country, you have been able to achieve passenger traffic in low-cost airlines. Through R.C.S. you have made a good footprint in India. [English] It is going very well. I will compliment you. With the greenfield projects, with the hub and spoke, with the expansion, it will be wonderful and I know your dream about this sector and you will be able to do it. But why is one growth stunted? [Translation] The day you discuss it with the Honorable Prime Minister and find a way for this, India will rank first place in the world in International Aviation. Our growth in domestic aviation is 12, 24, 35 or 36 percent while there is no growth in

international aviation. What are the lacunae in this? Well, now we don't have to protect anyone. Now we don't even have Air India. Today, the government does not have to protect anyone as it is an open market now. We have to make such a policy, so that the airlines of India may operate all over the world. Even now Air India suffering loss of Rs 20 crores daily. If it has been given to the private sector, it is our duty that the government should make such a policy in international competition to make Air India profitable, so that Air India can also compete in the world.

I want to give you a small example. This is very relevant for you. Singapore has a population of five million and international traffic there is 68 million. The population of Dubai is 3.5 million, 35 lakh and the traffic there is 88 billion. The population of India is 1200 million and the traffic here is 65 million. In this international sector, as the oil is cheap in Dubai, they pick up passengers from all over India. If they had to fill oil in India, they filled it. They pass through Dubai and then, go on the international level. There they got oil at the lowest price. India has to match with the same price and airline as the price of oil is high here. The result is that a person going to America from here will go to Dubai because the fare is cheap. Fare is cheap in Singapore. *[English]* and for this you will have to talk to the Prime Minister that if we want to establish an international benchmark as far as aviation is concerned and as far as international airlines are concerned, then we have to match them. I am sure that you will be able to do it. *[Translation]* I remember that when there was a need for small restructuring for domestic airlines, I told the then Finance Minister that to reduce it to 8% as it was 16%. That's how you'll be able to do.

HON. CHAIRPERSON: Hon. Member, Please conclude now.

SHRI RAJIV PRATAP RUDY: Madam, let me tell three points quickly and after that I will conclude. In India, air traffic controllers are the people who ensure you and your aircraft's safety on a daily basis, but there is no discussion about them. It is the Air Traffic Controllers in India who protect you every day. They are the people who render the best and most professional service in the aviation sector. We should appreciate such air traffic controllers by clapping. They stay at the control tower and control the planes all over India and around the world.

HON. CHAIRPERSON: Please be seated.

SHRI RAJIV PRATAP RUDY: Madam, four quick points are there. I have completed one point on the Air traffic Controller.

Madam, there is an exam through which students from across entire India become qualified pilots. I have also given that exam. One exam is related to radio telephony. Once upon a time, there used to be radio telephony and morse code in the Ministry of Radio and Telecommunication. Now, that is finished, but why would Ministry of Telecommunication take the exam of Civil Aviation? The D.G.Shipping has the same problem as well. The students have to face problems because the DGCA does not conduct the exam of radio telephony , rather Ministry of Telecommunications does that.

You must take up that matter. Hon. Prime Minister has given the vision of seaplanes. I will speak about it in detail sometime. Honestly,, it is a very Grand scheme. Madam, the fourth point is that CISF is indeed a good force. The CISF has a large mandate.

HON.CHAIRPERSON: Now, please conclude your speech.

SHRI RAJIV PRATAP RUDY: Madam, CISF salutes you daily. CISF is my last word. *[English]* CISF is an exemplary force.

[Translation]

HON. CHAIRPERSON: Other Hon. Members also have to speak still.

SHRI RAJIV PRATAP RUDY: Madam, I am about to conclude. CISF is a good force. It is providing security to all of us. CISF is overworked. There are non-core activities at the airport and it is decided at the airport that ...*(English)*...non-core activities should go out from the CISF.

[Translation]

Madam, we have to remember one thing that common passenger gives money for the amount spent on the upkeep of CISF, but we are not aware of this. The CISF which is deputed at Airport; we provide for the spending made on CISF forces through the ticket cost.. The day that expenditure gets reduced, that day the cost of the ticket may get reduced as well.

[English]

***DR. MOHAMMAD JAWED (KISHANGANJ):** Thank for this opportunity to participate in the discussion on the Demand for Grants under the control of the Ministry of Civil Aviation for 2022-23.

Request to start commercial flights from Purnea and Bhagalpur along with Kishanganj in Bihar

Overutilization of the Bagdogra Airport – The Bagdogra Airport in West Bengal is a military airport near the border of Bangladesh, Nepal and China which makes it a volatile region with respect to external affairs and military

* Speech was laid on the Table.

existence. Currently, the Bagdogra airport is operating at four times more than its capacity since it acts as both a military and commercial domestic airport. This makes the Bagdogra airport difficult to manage and increases management and administration issues due to its close proximity to three international borders.

Keeping the above in mind, I would like to request the Hon. Minister to develop the existing airport at Kishanganj, Bihar due to its proximity to Bagdogra and neighbouring areas with heavy air traffic load which is well connected by railways and road transit.

Due to immense air traffic on Bagdogra airport, people have to face exorbitantly high commute costs and traffic congestion in the area. In order to ease the Bagdogra airport and decrease the air traffic at the airport, a separate domestic airport has to be built in Kishanganj due to its location. Therefore, I would like to request the Ministry of Civil Aviation to urgently look into the matter and devise remedial measures to rectify the current situation.

[Translation]

***SHRI SUDHAKAR TUKARAM SHRANGARE (LATUR)** : I support the Demands for Grants of the Ministry of Civil Aviation presented in the Budget by the Government of India. Our Modi Government has given special emphasis on the development of infrastructure of Civil Aviation in the country during the last 7 years and its positive outcomes are being seen now. The Government has provisioned for a handsome amount of 10,667 crore rupees for the

* Speech was laid on the Table.

Ministry of Civil Aviation in the Budget for this year which seems to be adequate for the development of Civil Aviation sector in the country.

Our Government is continuously increasing the number of airports in the country to strengthen the air network of the country. While there were only 74 Airports in India before 2014, now they have increased to 140. 66 new airports have been constructed during the 7 years. Not only this, small size airports are also being expanded and modernised. But it is unfortunate that certain states are not cooperating to provide lands for the construction of new airports , which is posing a hindrance in the development of this sector in the country. It is very necessary to provide lands for construction of airports in the states to improve the air connectivity.

Here, I would like to mention about the present condition of the Latur Airport. The Latur Airport was constructed in the year 1991 and after its construction, it was handed over to Maharashtra Industrial Development Council for the operation. Later, by upgrading this Airport , a runway longer than previous runway was constructed here. Although Kingfisher Airlines started its flight from here to Mumbai , but no flight is active now after shut down of its services.

The nearest Airport to Latur is at Hyderabad which is 283 kilometers away and the second nearest Airport is at Aurangabad which is 317 kilometers away. Latur is one of the big districts of Maharashtra and has become hub of Education at this time. Not only this, many important products like pulses are sent all over the country from here. There are many famous tourist places here where Local and Foreign tourists come to visit regularly. There is a great need to provide Air services from here at the earliest for facilitating Traders and

other people. My request to the Government is that keeping in view the availability of all the infrastructural facilities available here, providing air facilities from here will facilitate the public immensely and also prove to be beneficial for the country at large. With these words, I would again like to support the Demand for Grants of the Ministry of Civil Aviation and would like to thank the Hon. Minister of Finance that she has allocated such handsome amount for strengthening the Air network.

[English]

***SHRI TAPIR GAO (ARUNACHAL EAST):** Without air connectivity, we cannot reach each and every corner of the country and under the leadership of Hon'ble Modi ji, Arunachal Pradesh is going to have an Airport at Hollongi (Itanagar) which is likely to be inaugurated on 15th August, 2022 by our Hon'ble Prime Minister.

Moreover, the Government of India is helping hill States providing helicopter services to cover unconnected districts and ration transportation and emergency service operations in the State. Under the leadership of Modi ji, every State in the country is connected with airports and airstrips, especially in the north eastern States and we are privileged to have this opportunity under the leadership of Jyotiraditya Scindia ji.

After 1962 there were 10 airstrips in Arunachal Pradesh, namely, Sepa, Zero, Along, Machuka, Tuting, Yingkiong, Pasighat, Anilye, Tezu and Walong. During the Congress regime, all the airstrips in Arunachal

* Speech was laid on the Table.

Pradesh have been abandoned. It is a challenge to the National security for the country. However, after Modi ji came to power 7 airstrips have been restored in the State of Arunachal Pradesh, namely, Zero, Along, Mechuka, Tuting, Pasighat, Tezu and Walong. Now all are operational. At present, we are having 2 air regular services, namely, Air India and Fly Big at Tezu and Pasighat. Moreover, the Civil Aviation Ministry has allotted 2 Dornier small aircrafts for the State of Arunachal Pradesh from the Hindustan Aeronautics Ltd.

I would like to request Hon'ble Civil Aviation Minister, Mr. Scindia ji for immediate launching for operation of these two aircrafts in the service for the nation, especially in the State of Arunachal Pradesh, It is learnt that the test landing to all the ALGs in Arunachal Pradesh has been completed by the departments.

The Civil Aviation Ministry has recently sent a delegation comprising of all technical experts to Arunachal Pradesh to identify for new ALG. The Expert team has visited the proposed site as recommended by the Government of Arunachal Pradesh and the Expert team has submitted their report to the Ministry for necessary further action. The Arunachal Pradesh Government has recommended the following sites for construction of ALG in the State:

- (1) Alinye, Dibang Valley District
- (2) Zimthung, West Kameng District
- (3) Richi, Upper Subansiri District
- (4) Kombo, West Siang District
- (5) Jongrom, Changlang District

(6) Yatdam Circle, C.K. Road

The above proposed ALGs are important for the people of Arunachal Pradesh and specially for the National security reasons. Specially the ALGs shall be used for defence, transportations in future. The military has also recommended the above proposed ALGs. The Government of Arunachal Pradesh has committed to provide land availability to the Civil Aviation Ministry and Hon'ble Ministers may also recommend the Alinye, Zimthung and Richi to the Defence Ministry to take up construction of these ALGs for defence-cum-civil use and the Combo and Jongrom proposed ALGs by the Airport Authority.

***SHRIMATI LOCKET CHATTERJEE (HOOGHLY):** I want to humbly thank our Hon. PM Shri Narendra Modi and our FM Shri Nirmala Sitharaman ji for alloating this huge amount of budget for the Civil Aviation sector.

Development of aviation sector of India as well as it will also help the building of nation.

Civil aviation sector is an aspiring part of our country. It is working through day to night to achieve new goals and heights.

We are already reaching to new goals and increasing the numbers of airports across whole country.

Since Independence till 2014, the country had only 65 airports built over 67 years that means on an average of only one airport was built per year.

That was the time when a middle-class person has to think twice before choosing the mode of aviation.

* Speech was laid on the Table.

But during the regime of Shri Narendra Modi and in his leadership now we have reached the number of 118 airports in India.

We are pretty sure that we will achieve the target of 200 airports in his leadership as soon as possible.

These are not just the numbers these airports are providing new heights in the field of infrastructure in India.

Civil aviation sector providing employment and job opportunity for the huge number of public of India specially to our youth.

As our honorable PM Modi said, "hawai chappal pahane wala bhi hawai yatra kare"

We will convert this great vision into the reality.

Today a middle-class person is also capable of affording a plane ticket.

According to IATA, our country India is expected to overtake China and the United States as the world's third largest air passenger market in the next 10 years.

Our PM laid the foundation of Jewar Noida International airport, which is going to be the largest airport in Our country and 4th largest in whole world. It will also provide working opportunity to hundred thousand of people. It will be the biggest aviation facility of Asia. Once there was a time when world don't used to focus on us or on our plans.

But now every country is keeping focus on us. Our sector is not just serving the nation internally but we have also served in the hours of needs on foreign soils.

During the ongoing crisis of Russia and Ukraine, we had airlifted Indian students from Ukraine in the great and strong leadership skills of Our PM. We

are not just serving the civil sector of our country but now we are also committed to serve the nation in defence sector by procuring two counter drone system in this year

This will give strength to our Army and will add more secure process in securing the borders area.

We are going to setup combined headquarters building for our DGCA, BCAS, AAIB and AERA. They are dealing with the security and safety in civil sector. This will provide them better coordination.

With our long-term vision, we will set up Greenfield project, Brownfield project and Defence brownfield project. It will change the phase of civil aviation sector in India.

We will also fill up the remaining vacancies in Air will also boost the work opportunities. With the expansion and growth of Aviation sector in India, it will also require pilots upcoming years.

Manpower and skilled workers are most important phase of any industry. So, we recommend the need of proper training institutes at low cost to setup all across India for providing opportunities to our youth. I want to draw the attention towards West Bengal where we wanted to build second Airport because the available airport of Bengal is running on its maximum capacity. But we didn't get any response from the state govt of Bengal.

It will also increase the infrastructure and new work opportunities for the citizens. So, I request to centre to handle this matter and provide us land for this project.

This created our impact on whole World and we are very glad to serve the nation.

***SHRI RAJU BISTA (DARJEELING):** I support the Motion for Demand for Grants for the Ministry of Civil Aviation.

Under the dynamic and visionary leadership of our Hon'ble Prime Minister Narendra Modi ji and Hon'ble Civil Aviation Minister Jyotiraditya Scindia ji, our nation is finally starting to take wings.

Be it North Eastern states of Sikkim, Assam, Manipur, Mizoram, Nagaland or the archipelago of Andaman and Nicobar Islands, from the UT of Ladakh, Jammu and Kashmir to the UT of Lakshadweep Islands, Gujarat in the west to Arunachal in the North East, today Air travel has become more accessible and more convenient for the people from across our nation.

Our government has left no stone unturned to develop the aviation sector, and introduced several initiatives to ensure modernization and up-gradation of airports, enhancement of regional air connectivity, development of MRO, cargo and ground handling services among others.

Under the Regional Connectivity Scheme (RCS) that has been developed with the theme of Ude Desh Ka Aam Naagrik (UDAN) today our government is developing airport infrastructures and regional connectivity across India.

This has helped many regions, that earlier did not have access to Air Travel.

However, I am taking this opportunity to draw your attention to the abysmal condition of Bagdogra Airport, and the urgent need for interference

* Speech was laid on the Table.

from the Government and the Civil Aviation Ministry with regards to developing Bagdogra Airport and upgrading it to an International Airport status.

The Bagdogra airport lies in the Siliguri sub-division of Darjeeling district and caters to the districts of Darjeeling, Kalimpong, Alipurduar, Jalpaiguri, Cooch Behar, North Dinajpur, and South Dinajpur in North Bengal, along with catering to nearby Kishanganj and other eastern district of Bihar, state of Sikkim, western districts of Assam the south eastern Districts of Nepal and the southern districts of Bhutan.

As you are aware, the Districts of Darjeeling and Kalimpong attract the greatest number of tourists in the Eastern Himalayas.

This has resulted in massive growth of tourism over the decades, along with it a relative growth in tourist footfalls via Airlines.

As a consequence, Bagdogra, the only airport which caters to this important tourism sector in India, has become woefully inadequate to cater to the growing needs of airline passengers from the region and tourists as well.

Passenger services and facilities are abysmal. Because of which our region is suffering.

I therefore request you to kindly consider the following:

Improve infrastructure at the existing airport

Bagdogra airport today caters to over 2 million passengers in a year, and nearly 35 flights land and take off from here on a single day.

Over 6000 passengers use this airport daily, and Bagdogra is currently among the top-20 busiest airports in India.

However, this airport has only one terminal, and there is no night landing facility in place.

This causes massive hold up and passengers have to suffer long lines, especially during high tourist season.

Hence the airport needs to be made bigger, and more terminals need to be developed.

Night Landing facilities need to be put in place, and facilities like lounges, restaurants, rest houses and washrooms need to be developed for the incoming and outgoing passengers.

We also need to develop waiting halls, resting place, drinking water facilities, toilets, restaurant and other conveniences for the taxi drivers, and commuters who are currently forced to wait out in the blazing sun due to the lack of these facilities.

We also need multilevel parking facilities for the taxis and private vehicles that come to the Airport, with long term parking and rental facilities.

Upgrade Bagdogra to an International Airport

The district of Darjeeling is the only place in India which shares border with four different countries - Nepal, Bhutan, Bangladesh and China. We also share border with Assam, Bihar and Sikkim.

Given the unique geographic positioning of Bagdogra flights from here can cater to all these countries, and also the nations like Myanmar, Laos, Cambodia, Thailand in South-east Asia.

Darjeeling, Sikkim and Bhutan are important Buddhist Pilgrimage centres, and a direct flight from South East Asian countries to here can push religious tourism to new heights. Darjeeling is also a gateway to the Himalayas, so it will also be an entry point for adventure lovers from all over the world.

Also, being an important agricultural zone, that produces the world-famous Darjeeling tea and oranges, Kalimpong flowers, Phansidewa Pineapples - Agri-export from here has a huge potential to grow, and an international airport can help move the produce from here to international markets at a much faster pace, at a much cheaper cost.

We need to develop better cargo handling facilities at Bagdogra, so that traders and exporters from our region can have a cheaper alternative to transporting goods, most of which is now reliant upon train and road transport.

Develop Daily Helicopter Service from Bagdogra to Darjeeling and Kalimpong.

Given the hilly terrain, travelling from Darjeeling and Kalimpong to Bagdogra takes hours.

While our next-door neighbour Sikkim has a daily helicopter service to Bagdogra, we don't have any such facility in our region.

Given the high flow of tourists, and increase in people preferring shorter commute time, there is a huge potential at developing daily chopper service between Darjeeling and Bagdogra, and Kalimpong and Bagdogra.

This will not only help add another tourist attraction to the region, it will also help promote quicker commute for locals in emergency situations

I therefore request the government to kindly consider these three requests on a priority basis, and help Bagdogra airport to realize its true potential of becoming one of the most important and busiest airports in all of North Eastern India.

Developing Bagdogra into an international airport will greatly augment the ACT EAST POLICY as envisioned and emphasized by our Hon'ble Prime Minister Narendra Modi ji too.

Jai Hind.

[Translation]

***SHRI SANGAM LAL GUPTA(PRATAPGARH):** Today, while the country is making revolutionary changes in every sector under the leadership of Hon. Prime Minister and the person standing on the last mile has also begun to feel that change materialising on the ground level according to the policies of Pandit Deen Dayal Upadhyay, in the same direction I would like to convey gratitude to the Hon. Prime Minister, Hon. Finance Minister and Hon. Minister of Civil Aviation , Government of India for making a revolutionary change in the General Budget of 2022 to promote Drones on Mission Mode in the country .

It is a matter of great happiness to know that while on one side,the target to provide drinking water to the deprived common public after 70 years of independence was fixed for every household under the Jal Shakti Mission, similarly, it is proposed to create a Drone Shakti Mission by the Ministry of Civil Aviation which can be used by all from Jawans to Kisans and the Government of India is about to take a revolutionary step by utilising drone for the security of Borders to the protection of fields and the animals for which I would like to convey gratitude.

Not only this, I would like to appreciate it as it will provide safeguard the citizens,and provide protection to the crops of the 'Anndaata' Farmers of the

* Speech was laid on the Table.

country ,and it will also provide employment to lakhs of people and Industry worth crore of rupees will be established. During the previous days,a production linked incentive scheme worth 120 Crore rupees was started for the manufacturing of Drones, which is functioning like a revolutionary change to promote the drone industry.

By promoting the use of drones in defence and security as well as in disaster management, the task of creating employment for the youth of the country is going to be done through a joint venture between the Ministry of Civil Aviation and the Ministry of Finance, for which I would like to convey my gratitude.

The recent communication from the Union Government to the States for expediting development of the aviation infrastructure is also a revolutionary step. Most of the states have signed on the tripartite agreement with the Ministry of Civil Aviation and the Airports Authority of India for development of infrastructure in States and UTs and facilitating the implementation of UDAN scheme which will lead to the fulfillment of the intention of the Prime Minister of enabling a slippers wearing person to travel by air.

I thank the Hon'ble Minister of Civil Aviation to perpetuate the revolutionising change by allocating funds for the Ministry in the General Budget and draw the attention of the Hon'ble Minister towards the Pirthi Ganj airport in my Parliamentary Constituency Pratapgarh lying unusable since the Second World War and request to restart it.

The aerodrome situated in Pirthi Ganj in Raniganj Tehsil under my Lok Sabha Constituency Pratapgarh, has sturdy runway which is still fit for use, but is lying unused since Second World War. If it is developed and readied into a

small airport, then it can also be used by the public as well as for a Training Centre. It is also to be noted that Railway Station and other means of transport are easily available at the adjacent to the said airport and it being at a distance of only six kilometres from the district headquarters will prove to be very beneficial to the public.

Hence, I would like to request that the Pirithi Ganj airport in district Pratapgarh may be re-started.

* **SHRI MITESH PATEL (BAKABHAI) (ANAND)**: As the Hon'ble Members are aware that my Parliamentary Constituency Anand is hub of NRIs. All the sectors including the aviation sector have been affected and their services have also been badly affected during the COVID lockdown. Flights to foreign destinations from several airports are still not operating and the Government is making continuous efforts to restore them.

My Parliamentary Constituency Anand is hub of NRIs, despite which there are no direct flights to the UK, Australia, Africa and the USA from the nearby airport of Vadodara. The NRI citizens/ senior citizens face a lot of problems at the International airport since they do not get informational support there and there is no Immigration facility at Vadodara airport. Since Vadodara is the hub which serves the districts of Anand, Bharuch, Panchmahal, and Chhota Udaipur. The Immigration facility at Vadodara airport is necessary. Apart from that, attention also needs to be paid for providing domestic flight services to Pune, Goa and Bengaluru from Vadodara.

* Speech was laid on the Table.

I would like to request that the grants necessary for starting direct flights from Vadodara to the UK, Australia, Africa and the USA; provision of immigration facility at Vadodara for NRI citizens/ Senior citizens and for starting domestic flights from Vadodara to Pune, Goa and Bengaluru may be listed in the budget 2022-23.

***SHRI NARANBHAI KACHHADIYA (AMRELI):** Our country has moved ahead to make even poor people feel enabled for air travel apart from providing basic facilities to every citizen. It shows the relentless efforts being made by the Hon'ble Prime Minister to provide the highest levels of living standards for the common people of the country. It is also commendable that all the districts of the country are being connected with flight services.

I would like to submit a demand of my Parliamentary Constituency that the runway (airstrip) length of the airport at My Parliamentary Constituency Amreli in Gujarat is around 1500m at present. Only small and chartered planes are able to take off and land at Amreli at present due to the small length of this runway. As per the information with me, a company named Ventura has been authorised through tender to operate private planes at present.

The Airport Authority- Amreli had also written a letter to the Office of the District Magistrate Amreli and the Ministry of Civil Aviation to increase the length of runway, following which a survey was conducted to increase the length of runway at Amreli airport. According to the said survey, approximately 2,00,817.00 sqm area of Amreli city and approximately 3,99,353.00 sqm area of Giriya village i.e. a total of 6,11,775.00 sqm area of land needs to be

* Speech was laid on the Table.

acquired. The length and width of the runway at Amreli airport may be increased to 2075m and 278m respectively so that ATR planes with 72 seats may operate from the airport.

It is known that most of the people of Amreli district travel for business to big cities like Rajkot, Vadodara, Surat, Ahmedabad, Delhi and Mumbai, but there is no building/ shelter for people to sit here and there is no proper arrangement even for VIPs also. All I mean to say is that the present airport lacks basic amenities, due to which the passengers face a lot of inconvenience. Hence, if bigger planes are allowed to operate from Amreli Airport, then people there will be immensely benefitted as, their time will be saved, and the Government will earn good revenue.

I would like to request the Hon'ble Minister to direct the concerned officers to seek necessary documents and proposals from the office of the District Magistrate Amreli, and to pass necessary directions to the officials of the Ministry to increase the length of runway at Amreli airport without delay.

***SHRIMATI RANJANBEN BHATT (VADODARA):** According to the International Air Transport Association, India is likely to surpass China and USA as the world's third largest air passenger market by 2030. In the year 2021, the Honourable Minister of Civil Aviation Shri Jyotiraditya Scindia flagged off the first direct flight between Shillong and Dibrugarh under the Regional Connectivity Scheme (RCS) - UDAN. The Ministry of Civil Aviation launched Krishi Udan 2.0 scheme in October 2021. The scheme proposes assistance and incentives for the transportation of agri-produce by air. Krishi

* Speech was laid on the Table.

Udan 2.0 will be implemented at 53 airports across the country, focusing mainly on the Northeast and tribal regions, and is expected to benefit the farmers, freight forwarders and airlines. In August 2021, the government proposed to introduce the biometric boarding system using facial technology at six airports including Bengaluru, Hyderabad and Pune and others. The project is currently in a trial phase. The Ministry of Civil Aviation (MoCA) has increased the capacity of domestic flights from 50% to 65% in the year 2021. The Ministry of Civil Aviation (MoCA) expects the interested commercial pilots soon to be imparted training in India itself without going abroad. The Government announced to set up eight new flying academies for imparting training at five airports in July 2021. These airports are Belagavi and Kalaburagi in Karnataka, Jalgaon in Maharashtra, Khajuraho in Madhya Pradesh and Lilabari in Assam. On May 08, 2021, the AAI started the commercial operations at Rupsi Airport which is the 15th airport in the North-East India and the 7th airport in Assam. In March 2021, the Ministry of Civil Aviation (MoCA) has proposed 392 new air routes under the UDAN 4.1 bidding process at the launch of 'Azadi Ka Amrit Mahotsav (India@75)' by the Government of India. The Government is planning to launch 14 more water aerodromes across the country after the successful launch of seaplane service between the Statue of Unity near Kevadia in Narmada district of Gujarat and the Sabarmati riverfront in Ahmedabad by the Prime Minister Shri Narendra Modi in October 2020. Under the Union Budget 2021-22, the Government of India expanded the scope of 'Krishi Udan' in convergence with Operation Green Scheme, wherein air freight subsidy of 50% for agri-produces will be provided to the North-Eastern States and four Himalayan States/UTs. The expansion in product-coverage will give a

boost to the 'Krishi Udan' scheme and improve air cargo transport across the said States. During the Covid-19 pandemic, 41,49,022 passengers were repatriated to India by 29,027 flights under the Vande Bharat Mission. Moreover, I would like to tell you that an international airport was inaugurated in my parliamentary constituency Vadodara in the year 2016 by the Honorable Prime Minister Shri Narendra Modi.

Along with this, a new flight service from my constituency Vadodara to Jaipur has been started. Around 10 flights are operated from Vadodara airport under my constituency daily. My Parliamentary constituency Vadodara is one of the major cities of Central Gujarat. The people of 9 to 10 neighbouring districts of Vadodara are enjoying benefits of Vadodara Airport. Through you, I would like to request the Honourable Minister of Civil Aviation that flights should be started from Vadodara to Indore, Bengaluru, Kolkata and to Pune. I would also like to inform that total 25,980 number of passengers travelled by air from the Vadodara International Airport of my parliamentary constituency in the year 2020-21 and 9500 air-passengers travelled from Ahmedabad Airport to Vadodara Airport to take international flight from Vadodara in the year 2020-21. For this, the operation of "Hub and Spoke" service at Vadodara Airport can benefit the air passengers of Vadodara and all the neighbouring districts. So, I would like to request the Honourable Minister of Civil Aviation Shri Jyotiraditya Scindia Ji to operate "Hub and Spoke" service at Vadodara Airport.

[English]

***SHRI K. SUBBARAYAN (TIRUPPUR):** India has become a nation without a national carrier. The credit goes to Modi Government. But an aircraft has been specially manufactured and procured from America at the cost of Rs 4632 Crore for the specific use of Hon Prime Minister Shri Narendra Modi. Indian students who suffered in Ukraine without availability of flight service to return to India somehow returned through the Cargo flights. The then Government led by Pandit Nehru took Air India from Tatas. But the Modi Government has sold the same airline to Tatas. With this, Tata has been benefitted with several hundreds of Crores. If Air India was incurring losses, the Government should have set up an expert team to analyze and after getting their recommendations they should have implemented such recommendation to make Air India profitable. Instead, the Modi Government transferred the profit of the Government to Private companies and the Corporates of this country.

In the name of FDI and in continuation of Modi Government's efforts in selling almost all the PSUs at the base price, Air India has been sold to Tatas. This Government is not for the People but for the Corporates. India is eclipsed by the Communal divisions. Therefore, India is surrounded by darkness. I hope that there will be light and people will be awakened very soon. Thank you.

SHRI VE. VAITHILINGAM (PUDUCHERRY): Hon. Chairperson, Madam, I am very much thankful to you for giving me an opportunity to raise our issues about the Ministry of Civil Aviation.

Actually, I want to thank our Minister for bringing back students from Ukraine, particularly the students from Puducherry. Secondly, I want to thank

our Minister for starting air connectivity for the third time to Puducherry from Hyderabad and Bengaluru from 27th of this month. So, I would like to thank the Minister for taking this initiative.

At the same time, I would like to mention that your father only started air connectivity to Puducherry during his tenure. At that time, the Minister of State for Civil Aviation was Mr. Farook and this was started in Puducherry. Now, it is a very problematic area for Puducherry as no service is coming there. Only SpiceJet is coming there because of the Minister's pressure. I would request the Minister to extend the Regional Connectivity Scheme.

As you know, the Puducherry Government is giving subsidy for the entire demand of power for the airport. Not only that, they are also providing policing facilities to the airport. So, I would request the Minister to extend the RCS connection to the Puducherry area.

I would like to suggest about the MRO. Maintenance, Repairs and Overall (MRO) system which can be utilised in Puducherry. The entire expenditure is taking place outside the country. Instead, the Government can utilise the Puducherry airport for this purpose. Even if the Government is not for this, they can utilise the Special Economic Zone or any special scheme can be implemented in Puducherry so that Puducherry airport can be utilised.

Our senior Member, Shri Rudy mentioned about the greenfield airport in Karaikal where we have Saneeswaran Temple. A private party is very much interested to establish the greenfield airport but there is no clearance for the same. So, I would request the Government to provide clearance to the greenfield airport in Karaikal so that it may be connected with Puducherry.

About the cargo, actually Puducherry is very useful for cargo but the only problem is that there is no night landing facility in Puducherry. If night landing facility is made available in Puducherry, naturally, cargo facilities would be increased in Puducherry. Hence, I would request the Ministry to provide night landing and take-off facilities in Puducherry. This is my demand, Sir.

There is air traffic problem. Out of 2,871 posts, nearly 708 posts are vacant. So, it would be unsafe for the traffic. So, I would request the Ministry to fill up 708 posts in the traffic control office, which would be very much useful for safety and travel.

I am a layman in this field. Hence, I would request the Minister to say something about Air India disinvestment plan because our budget provision is near about Rs.68,501 crore allocated for this year. For next year also, allocation has been made. What is happening about the Air India disinvestment plan? In this regard, the Minister should provide a White Paper or any outline or framework to Parliament so that Members would know what is happening in Air India. So, I would request the Minister to provide details, which would also be helpful for the public.

***SHRI MOHANBHAI KUNDARIYA (RAJKOT):** I would thank my party for considering me to participate in the discussion on the demands for grants of the Ministry of Civil Aviation for 2022-23.

My Lok Sabha Constituency Rajkot is the gateway to Saurashtra region as it comprises of 9 Lok Sabha Constituencies with having leading Chambers of Commerce and various associations, also Morbi Ceramic Tiles industry and

* Speech was laid on the Table.

Rajkot is the engineering hub which contributes Forex earning through exports to the Indian economy. Apart from this Saurashtra is known as a pilgrim & tourism circuit with Somnath, Dwarka temples and world best Cir forests.

I wish to share that after my series of meetings with Ministry of Civil Aviation officials for starting of operation of flight on Delhi Rajkot Delhi and Rajkot Mumbai Rajkot sectors were merely on consideration but weren't on the action in spite operational feasibility.

It was made operational after the intervention and guidance of Hon. Prime Minister Shri. Narendra Modi ji. The both sectors were operational with more than 85% occupancy since the day of launch to till date.

The delegation of Hon. Members of both the Houses had submitted a representation to Hon. Prime Minister Shri. Narendra Modi ji to consider the development of new greenfield airport at Rajkot.

I once again thank hon. Prime Minister Shri Narendra Modi ji, for approval and development of New Greenfield Airport at Hirasar, Rajkot, Gujarat, thus paving way for Saurashtra region.

With these few words, I conclude my speech and thank you all.

[Translation]

***SHRI JASVANTSINH SUMANBHAI BHABHOR (DAHOD):** I support the Demand for the grant pertaining to the Ministry of Civil Aviation and I thank the Honourable Finance Minister, Smt. Nirmala Sita Raman Ji for all her special efforts to boost the Department of Civil Aviation through this Budget.

* Speech was laid on the Table.

The Government proposes to universalise the usage of drones like that of Mobiles, Computers and the Internet. This has been announced by the Finance Minister Nirmala Sitharaman in the Union Budget 2022. Soon, the use of drones will not be limited to some particular section of people or organizations anymore. It can be used everywhere in day-today life. A separate office will be created to promote drones. The Ministry of Civil Aviation has made necessary preparations.

The drone scheme will be promoted in a mission mode. A Drone Shakti Mission will be launched on the lines of the Jal Shakti Mission wherein the aim of supplying water to every household has been set. It will be used by the various sections of our society ranging from 'jawans' to 'kisans'. It means, drones can be used in a wide range of activities like - from safeguarding the borders to the protection of crops in the fields. It will soon become the need of the people. It can find its application in various fields, be it industry or disaster management. Recently, the online registration process has been simplified. Now, the physical process will also be made easier.

In future, this will provide employment to the lakhs of the people and will create an industry worth crores of rupees. Recently, a Production Linked Incentive Scheme of Rs 120 crore has been launched for drone manufacturing. Thus, the drone industry is being promoted. If we take note of the initiatives taken by the Government for the progress of this department, we come to know that the Regional Connectivity Scheme (RCS)-UDAN has entered its fifth year. Under UDAN 4.1, the Government awarded 168 routes in the said year. 100 new routes were started with a vision to improve connectivity across India. A total 12 airports were operated including three heliports.

Krishi Udan 2.0 was launched on 27.10.2021 to promote transportation of agricultural produce with an aim to ensure its seamless, cost-effective, time-bound air transportation. This scheme includes facilities like - full waiver of Landing, Parking, Terminal Navigational Landing Charges (TNLC) and Route Navigation Facility Charges (RNFC) for Indian freighters and P2C (Passenger-to-Cargo) Aircrafts.

The Drone Rules 2021 were notified on 25 August, 2021. The policy aims to make India a global hub of research and development, testing, manufacturing and operation of drones.

On 25 September 2021, AAI announced a liberal FTO policy to boost the growth of aviation industry in the country. Under the existing policy, airport royalties have been abolished and annual fees for new FTOs have been significantly rationalised.

AirSewa 3.0 with improved grievance redressal facilities was made live online on 02 October 2021. The new features include enhanced capacity to handle a number of complaints raised by users at a time, transfer of complaints between stakeholders, enhanced roles and permissions for nodal officers, enhanced flight information and tracking of flights, public forums for discussion, mobile application for nodal officers.

A share purchase agreement was signed with Talace Private Limited on October 25, 2021 for the sale of Air India. A winning bid of Rs 18,000 crore was made as an enterprise value (EV).

E-governance was launched at the Directorate General of Civil Aviation (DGCA) on 11 November 2021 with an aim to ease the business of DGCA and to introduce transparency and automation in their processes and functions.

Six airports including Lucknow, Ahmedabad, Mangaluru, Jaipur, Guwahati and Thiruvananthapuram were handed over for management under PPP model. Under the National Monetization Pipeline, 25 additional airports have been identified for monetization over the next 3 years. Three airports including Kushinagar, Kurnool and Sindhudurg have been operationalized this year under the RCS-UDAN scheme. The Dehradun terminal was inaugurated and the foundation stone of the Jewar International Airport was laid.

Ever since Hon'ble Prime Minister Modi came into the power, this department is making leaps and bounds progress and Hon'ble Minister of Civil Aviation is playing a special role.

In last, I would like to tell Hon'ble Minister of Finance and Hon'ble Minister of Civil Aviation that my Lok Sabha Constituency Dahod is declared as a smart city and also is an aspirational district. It shares its border with two other states Rajasthan and Madhya Pradesh. There has been a demand for an airport in Dahod for a long time. An airport in Dahod will facilitate the people of all the three States and increase business and trade in all the three States. I hope that if an airport is constructed in Dahod, Gujarat, it will benefit the people of all the three States.

Once again I congratulate the Hon'ble Prime Minister, the Hon'ble Finance Minister and the Hon'ble Civil Aviation Minister and support this historic budget.

* **SHRIMATI RITI PATHAK (SIDHI):** I express my gratitude to Honorable Prime Minister, Shri Narendra Modi and the Civil Aviation Minister, Shri

* Speech was laid on the Table.

Jyotiraditya Scindia, under whose leadership small towns of the country are being connected with air services through UDAN scheme.

It is a matter of great pleasure that in the Budget 2022, an amount of more than 10 thousand crores has been allocated to the Ministry of Civil Aviation. I believe that the modes of transport be it road, rail or air service are most important for the development of any area.

I would like to bring in the notice of the Hon'ble Minister the problem and need of my Parliamentary Constituency. Sir, it would not be an exaggeration to say that Singrauli district of my Parliamentary Constituency is the largest producer of coal and electricity. NCL, NTPC, Hindalco, Essar, Reliance, Jaypee and many other big enterprises are working there. People from different parts of the country come and work in these enterprises, but even after so many achievements, Singrauli is still very backward in terms of connectivity. The nearest airport of my Parliamentary Constituency is either Banaras or Jabalpur which are more than 250 kilometers.

After my continuous request since 2014, an airstrip was approved in Singrauli, for which I am grateful to the Central Government. But the airstrip is not sufficient for Singrauli. There is a need to develop a big commercial airport. For which I have repeatedly requested the Hon'ble Minister, he has also called for a DPR from the Government of Madhya Pradesh for the construction of a commercial airport in Singrauli.

I would like to tell that the construction work of the airstrip is going on. If the approval of the commercial airport is given soon, then the construction of the airport will be completed in less time and cost. This gift will prove to be a boon not only for Singrauli but also for Sidhi, Shahdol, Rewa, Sonbhadra and

some parts of Jharkhand and the revenue of the Government will also increase.

I request the Hon'ble Minister, who coincidentally is also from Madhya Pradesh, to consider the above points seriously and approve the commercial airport in Singrauli. I would also like to request to upgrade the airstrip located in Sidhi district headquarters as there is immense potential to set up a training center. My suggestion to the Hon'ble Minister would be to expand the airstrip in Sidhi and develop it as a training center.

I again express my gratitude to the Hon'ble Prime Minister, Shri Narendra Modi ji and the Hon'ble Minister of Civil Aviation, Shri Jyotiraditya Scindia ji for their efforts to provide air connectivity in all the cities of the country. I strongly hope that in the coming time every citizen of the country will be able to get the benefit of the UDAN scheme.

Jai Hind

[English]

***SHRI KULDEEP RAI SHARMA (ANDAMAN AND NICOBAR ISLANDS):**

Thank you for giving me a chance to participate on this discussion concerning Ministry of Civil Aviation. The Ministry of Civil Aviation is responsible for the formulation of national policies and programmes for the development and regulation of the Civil Aviation sector in the country. It also looks after the administration of the Aircraft Act, 1934, Aircraft Rules, 1937 and various other legislations pertaining to the aviation sector in the country.

* Speech was laid on the Table.

The civil aviation industry in India has emerged as one of the fastest growing industries in the country during the last three years. India has become the third largest domestic aviation market in the world and is expected to overtake UK to become the third largest air passenger market by 2024. India is expected to overtake China and the United States as the world's third-largest air passenger market in the next ten years, by 2030, according to the International Air Transport Association (IATA).

India's passenger traffic stood at 115.37 million in FY21. Domestic passenger and international passenger traffic declined at a CAGR of -9.02% and -28.64%, respectively, from FY16 to FY21, owing to COVID-19-related restrictions on flights in FY21. In FY21, airports in India pegged the domestic passenger traffic to be -105.2 million, a 61.7% YoY decline, and international passenger traffic to be 10.1 million, an 84.8% YoY decline, over the fiscal year ended March 31, 2020. In October 2021, the average daily domestic passenger flight departures stood at >2,300, with average daily domestic traffic being >283,000 air passengers.

Between FY16 and FY21, freight traffic declined at a CAGR of -1.77% from 2.70 million tonnes (MT) to 2.47 MT. Freight traffic on airports in India has the potential to reach 17 MT by FY40. Aircraft movement declined at a CAGR of -7.79% from 1.60 million in FY 16 to 1.20 million in FY21. From FY16 to FY21, domestic aircraft movement decreased at a CAGR of -6.44% and international aircraft movement declined at a CAGR of -18.52%. India's domestic and international aircraft movements reached 1,062 thousand and 135 thousand, respectively, in FY21. The expenditure of Indian travellers is expected to grow to Rs. 9.5 lakh crore (US\$ 136 billion) by 2021.

Tourism is one of the sectors most affected by the Covid-19 pandemic, impacting economies, livelihoods, public services and opportunities. Andaman & Nicobar Islands is an important hub for strong ties with East Asian countries and other sea-related countries under the Act-East Policy. A&N Islands provide an additional strategic outreach towards India's interests in the Indian Ocean Region. Tourism sector has emerged as a significant economic activity and every year national and international tourists visit Andaman & Nicobar Islands. Tourism activities in Andaman & Nicobar Islands completely stopped due to lockdown resulting in decreasing tourist's arrival declined GDP and per capita income of the islands.

I would like to put forth some demands concerning my constituency of Andaman & Nicobar Islands:

To introduce Udaan Scheme in the Islands: Andaman and Nicobar Islands have immense tourism potential and in order to exploit it there is a need to develop better aviation facilities such as connectivity with other parts of India and I request the Minister to kindly award more routes from Andaman & Nicobar Islands.

To provide air subsidy to the islanders as in the case of North East: The citizens of Andaman and Nicobar Islands have limited connectivity to other states due to its location and absence of any other mode of commutation except air travel. In peak seasons and due to limited flights there have been instances of extremely high fare which burden the people including patients, student and businessman. I demand the Minister to provide air subsidy to islanders on the lines of north east.

To introduce mini aircraft: For facilitating better inter-islands travel, I request the Minister to start mini aircraft from Port Blair to Diglipur, Port Blair to Carnicobar and Port Blair to Cambellbay and vice versa.

To provide air ambulance for the islanders: Andaman and Nicobar Islands being an archipelago has limited medical facilities and therefore the need of the hour is to start frequent air ambulances for critically ill patients in different islands who are referred to Port Blair for treatment.

Immediately start International flights to South East countries: I request the Government to start international flights from Port Blair to South East Asian countries like Singapore, Malayasia Maldives, Indonesia & Thailand due to proximity with these nations under the International UDAN scheme. The operationalization of these flights will promote and boost tourism industry in the Islands and act as a catalyst in economic development of Andaman & Nicobar Islands which has been adversely affected due to covid. The expansion of international flight services will also result in generation of both direct & indirect employment and will be an effective step in tackling the issue of rising unemployment in Andaman & Nicobar Islands.

Direct flights to Madurai, Kochi & Rachi from Port Blair: Andaman and Nicobar Islands has a heterogeneous population comprising of Tamil, Malayalam and North Indian population. In order to provide better connectivity, I request that direct flights from Port Blair to Madurai, Port Blair to Kochi and Port Blair to Ranchi be started.

With these demands, I conclude my speech.

[Translation]

***SHRI JANARDAN SINGH SIGRIWAL (MAHARAJGANJ):** While supporting the Demands for Grants, I heartily congratulate and thank our visionary Hon'ble Prime Minister Shri Narendra Modi, Hon'ble Finance Minister Smt. Nirmala Sitharaman and Honorable Civil Aviation Minister Shri Jyotiraditya Scindia. Under the guidance of the Hon'ble Prime Minister, even in today's global crisis, through the budget of the financial year-2022-23, a huge amount of money (about ten thousand six hundred and sixty-seven crore rupees) has been allocated for the Ministry of Civil Aviation. It is a historic and important step in the direction of upgradation, development and modernization of the infrastructure of the Ministry of Civil Aviation as well as in the direction to fulfill Prime Minister's dream that *"Hawai chapal wale bhi hawai yatra karenge"*.

In the last two years of global pandemic like Corona and today amidst the apprehension of a global war, the manner in which the governance of the country is being fearlessly run by the Hon'ble Prime Minister Shri Narendra Modi in the interest of the country and the public, we all should be proud of it. Even in this difficult situation of the world, it is due to the constant efforts and hard work of the Hon'ble Prime Minister to take the country forward from every level in the world with the basic mantra of "Sabka Saath, Sabka Vikas, Sabka Vishwas and Sabka Prayas" that today India's voice is effectively heard in the world. It is due to the efforts of our illustrious, tireless hardworking and visionary leader, Hon'ble Prime Minister Shri Narendra Modi ji, that in an important survey of the world, the Prime Minister of India has got the highest score in the world and ranked at the first place in the list of most influential and

* Speech was laid on the Table.

popular leaders. This place is going to make India very influential in the world. For this, all of us should specially thank the Hon'ble Prime Minister Shri Narendra Modi ji from the core of our heart because the honour and regard of our country has been raised by him.

All of us should be proud of the promptness and bravery with which each and every Indian stranded in the war torn Ukraine have been brought home by air lifting with the help of Ministry of Civil Aviation, thus caring about their life and luggage. For this also, we all should proudly thank the Hon'ble Prime Minister.

The decision to start Drone Shakti Mission to promote use of drones in a mission mode in the line of the Jal Shakti Mission which aims to provide water to every household is a revolutionary step. The decision of the Ministry of Civil Aviation to set up a separate office for this is also a welcome step. With this step of the Ministry, the security of the borders of the country and the crops of the farmers will be ensured through drones. Drones will be used from industries to disaster management. With the decision taken by the Ministry of Civil Aviation to promote drones in such important sectors, we can understand the importance. The current budget has provision to start a Production Linked scheme (PLI) with an allocation of Rs. 120 crore for production of drones. This will promote the drone industry at a large scale. This decision of our Government will also create employment opportunities in several sectors which will benefit the unemployed young men and women of our country. Besides that, the decision of constructing 20 airports under the Regional Connectivity Scheme and to impart training in the institutes of the Ministry of Civil Aviation

for skill development is also very important. Our country will be benefitted in multiple ways with this decision of the Ministry.

In the end, I express my heartfelt thanks that I got an opportunity to participate in the discussion on the Demands for Grants pertaining to the Ministry of Civil Aviation. With this, through you, now I put forth my two or three demands of important works to be carried out in my Parliamentary Constituency Maharajganj and my Divisional Headquarters Chapra, Bihar which are as follows:-

Regular passenger flights should be operated from the airport located at Chapra by modernising and upgrading it so that the people of Saran an important Division of Bihar can get the facility to travel by air. This Division is the birth place of our great national leaders such as Bharat Ratna Dr. Rajendra Prasad, Bharat Ratna Loknayak Jai Praksh Narayan and Maulana Mazharul Haque.

A new airport should be constructed in my Parliamentary Constituency Maharajganj. Maharajganj is located at a very small distance from Siwan, the Headquarters of Siwan district of Bihar. The construction of a new airport here will benefit people of many border districts of Uttar Pradesh adjoining Bihar and many districts of Bihar along with Siwan. All of us know that large number of people from Siwan district go to other countries for work. There was a time when the highest number of Money Orders used to be received in post offices in Siwan district of Bihar. And, even today, the highest amount as foreign remittance is received in Siwan district. From this, we can understand the number of people travelling by air from Siwan district. Therefore, construction of a modern airport at Maharajganj in Siwan is indispensable. Through this

House, I have requested the Ministry of Civil Aviation many times regarding this.

A drone manufacturing industry should also be set up in my Parliamentary Constituency Maharajganj so that people of all regions of Bihar including my Parliamentary Constituency may get employment opportunities on a large scale.

***SHRI DULAL CHANDRA GOSWAMI (KATIHAR):** I support the Demand for Grants pertaining to the Ministry of Civil Aviation for the year 2022-23 being debated.

Air travel services are expanding day by day throughout the country. A total of Rs. 10,667.00 crore have been allocated for the Ministry. The Ministry of Civil Aviation is performing well under the leadership of the Hon'ble Prime Minister.

I hail from the Katihar Parliamentary Constituency in Bihar. There are only three airports operating at Patna, Gaya and Darbhanga in Bihar at present, out of which international flights operate from Patna and Gaya. Darbhanga airport has also been started a few months back, but that is not fully ready yet. Work to provide all passenger amenities there should be completed at the earliest. My Parliamentary Constituency is Katihar and lot of efforts are being made to construct an airport at the Divisional Headquarters and adjoining district Purnea. But no success has been achieved so far in this regard. There was a proposal to start inter-state flights under the UDAN scheme and it was also proposed to expand the regional airport under the

* Speech was laid on the Table.

same scheme which includes Purnea also adjoining my Parliamentary Constituency Katihar. But the construction of Purnea airport has not been completed so far. People of Seemanchal and Koshi areas of Bihar, and the nearby areas of west Bengal will get huge benefits with the starting of this airport.

I would like to request the Hon'ble Minister of Civil Aviation to get the construction complete of the Purnea airport located adjacent to my Parliamentary Constituency Katihar and start flight services from the airport without delay.

Bihar does not have airports proportional to the population. Flight services are not available. Hence, I demand that airports should be constructed at Bihta, Muzaffarpur, Gopalganj, Bhagalpur and Nalanda in Bihar under UDAN scheme and flights should be started without delay. As you know that Nalanda is an international tourist spot. Thousands of foreign tourists as well as domestic tourists from all over the country visit Nalanda throughout the year. Hence, steps should be taken to construct an international airport at Nalanda. It will also help remove the backwardness of Bihar. The local people will also get employment opportunities. The airport at Patna needs to be equipped with all the modern facilities.

With this, I support the Demands for Grants pertaining to the Ministry of Civil Aviation for the year 2022-23.

[English]

***SHRI P. P. CHAUDHARY (PALI):** I would like to lay my views on the general discussion on the Demands for Grants under the control of the Ministry of Civil Aviation under the Union Budget of 2022-23. I support the Union Budget of 2022-23 presented by the hon. Minister of Finance, Smt. Nirmala Sitharaman on 1st February, 2022

Firstly, I would like to congratulate the Ministry of Civil Aviation and the Government of India for successfully evacuating about 23,000 Indian citizens as well as 147 foreign nationals belonging to 18 countries from Ukraine under Operation Ganga under the able leadership of hon. Prime Minister Shri Narendra Modi Ji. The selfless service and commitment to the nation was displayed by the Government officials who worked tirelessly for the success of the operation.

It is pertinent to note here that under the visionary leadership of hon. Prime Minister Shri Narendra Modi Ji, Ministry of Civil Aviation has witnessed a steep growth in the number of airports in the country. In comparison to 74 airports built in India in the last 70 years, more than 66 airports have been made operational, leading to a total number of airports to 140 which will catalyze the multi-modal connectivity leading to achieving the vision of USD 5 trillion economy.

India has one of the fastest-growing aviation markets in the world. Domestic air traffic in India has more than doubled from around 61 million passengers in 2013-14 to around 137 million in 2019-20.¹ The sector has

* Speech was laid on the Table.

registered a growth of over 14 per cent per annum. International passenger traffic has grown from 47 million in 2013-14 to around 67 million in 2019-20, registering a growth of over six per cent per annum.

In 2022-23, out of the total allocation to the Ministry, the highest is towards AIAHL at Rs 9,260 crore, which is 87 per cent. This is followed by the allocation towards the Regional Connectivity Scheme (RCS) at Rs. 600 crore, which is 5.62 per cent.

Under the UDAN scheme which is to stimulate regional air connectivity and making air travel affordable, AAI has awarded 948 routes, out of which 405 routes involving 65 airports including 8 heliports and 2 water aerodromes have been operationalized under UDAN. As on January 31, 2022, 43 per cent of these routes are operationalized. The budget for this scheme is Rs. 4,500 crore over five years from 2016-17 to 2021-22. As on December, Rs. 2,603 crore has been released.

Krishi Udaan Scheme is aimed to grow domestic and international airfreight of agri-produce and to enhance share of Indian carriers in the international movement of all types of cargo. It will help improve value realization, especially in North-East and tribal districts. This aims at improving value realization through better integration and optimization of agri-harvesting and air transportation and contributing to agri-value chain sustainability and resilience under different and dynamic conditions.

Wings India 2022 epitomizes the Government of India's commitment to transform India into the world's top civil aviation hub, hence it will bring unprecedented investment, and business acquisition opportunities, thereby creating jobs in the industry.

I, therefore, strongly support the Demands for Grants under the control of the Ministry of Civil Aviation under the Union Budget of 2022-23.

[Translation]

SHRI RAVI KISHAN (GORAKHPUR): Hon. Chairperson Madam, first of all, I would like to thank you for giving me the opportunity to participate in the discussion related to this important Demands for Grants of the Ministry.

Chairperson Madam, I was listening very attentively to some of my colleagues. From that side, no one appreciates the wonderful work done by our Prime Minister or the Ministers. The whole world witnessed what happened in Ukraine. The work done by Hon. Scindia Ji was commendable. In the modern world, civil aviation is an important sector because it connects everyone at the highest speed. By keeping this in mind and with an objective to connect small areas with big cities, our respected Prime Minister implemented the National Civil Aviation Policy in 2016. With the help of the said policy, a revolution started in the aviation sector in the country in a short period of time. By fulfilling the dream of the Hon. Prime Minister, every person in the country started to travel by flight through the said UDAN scheme. But unfortunately, the Covid attack two years ago has affected the whole world and the aviation sector was also affected. Today, we were listening to the losses incurred at that time. [ENGLISH] But they forgot that for two years, we suffered a massive covid attack and all over the world, everybody suffered in every kind of business. *[Translation]* But, during those adverse circumstances, the Ministry has brought back 1.83 crore Indians under the Vande Mataram Scheme but no one discussed that. It is sad when no one mentions the good deeds that have been done. Other passengers have also been brought back and sent to their

respective places no matter who they are or what they do, the caste they belong to, *[English]* Whether they vote for us or not. *[Translation]* The Indian Government and our respected Prime Minister do not think like that. Therefore, he is such a big leader in the world today.

Madam, despite such a huge pandemic, our government is and will remain determined to take this revolution forward. For this Government is making every possible effort. To strengthen the aviation infrastructure and to improve the facilities at old airports which are expanding rapidly. Under the UDAN scheme 65 airports in remote areas have been operationalized. It is also important to know this. The number of Indian cargo aircraft increased from 7 in 2018 to 28 in the year 2021. As a result, the share of Indian aircraft carriers increased from 2% to 19%. *[English]* Nobody discussed or mentioned in his or her speech.

[Translation]

Like that, there is drone power. My fellow Member was talking about drone power. It is the aim of the Government and the hon. Prime Minister to make it accessible to various sections from soldiers to farmers under the Drone Power Mission. The country is starting a new revolution. With the speed at which the Ministry is working in this sector, there is no doubt that India will become the biggest hub of drones in the world by the year 2030.

Now, let me come to a very important topic. My constituency is Gorakhpur. Through you, I would like to draw the attention of the Minister. I would like to speak about some matters related to Gorakhpur. First of all, there is a need for a new terminal building. The existing terminal building is maintained by the Indian Air Force and I am also attached to that airport.

[English] I am taking care of things by default as I am a Member of Parliament. *[Translation]* That building has the capacity of managing 100 persons in peak hours. *[English]* We are running almost fourteen aircraft. *[Translation]* Flights are being operated around the country from there. I would like to thank respected Yogi for this. *[English]* He is very alert and very sensitive about all these issues. *[Translation]* Growth, business and education are expanding in Gorakhpur and it has become a hub for film shooting. The expansion work of the building is still in progress and after that, its capacity will be increased. With the cost of 11 crore rupees, a terminal is being constructed there and its capacity will be increased to 300. Mostly Airbus a320 is operated in airports. But, a facility is needed to bring and take 180 people. Despite the expansion of the terminal building, its capacity will remain a challenge.

I came to know that the Indian Air Force Collaborative Local Team has identified 60 acres of land, which can be handed over to the Airports Authority of India by the State Government. The Airports Authority of India may, therefore, conduct a technical feasibility study to ascertain the appropriate size of the airport to be built on the identified land.

Currently, the Indian Air Force has only two parking stands. If one big Boeing comes and ATR is parked and at the same time a third Boeing comes, *[English]* passengers have to wait. Even I waited for forty minutes in the aircraft. *[Translation]* At any time an Airbus-type, ATR-type aircraft can be parked. Construction of an additional Bay was planned in the Indian Air Force but no progress has been made in this regard. Therefore, these aircrafts cannot be parked in large numbers. Passenger load is high in Gorakhpur as Gorakhpur is a hub. There is also connectivity from Bihar. There is also an

AIIMS hospital, fertilizer unit and film shooting is also going on in Gorakhpur and a film studio is going to be set up here.

Through you, I request the Hon. Minister that *[English]* I am just going to finish my speech. *[Translation]* Please consider setting up a new commercial terminal for Gorakhpur.

I thank the Minister of Civil Aviation because he started two flights for Kanpur and Varanasi from Gorakhpur. It is people's demand that if direct flights start from here to Guwahati, Patna, Jammu, Chennai, Pune, Bhuvaneshwar and Surat, then and it would be excellent.

Sir, after Indigo, Spicejet is facing issues at Gorakhpur airport. Nowadays booking is taken and then canceled, due to which passengers, citizens and people in Bihar face a lot of trouble. I request that SpiceJet should be given some advice not to cancel the flight if the booking is taken as it causes problems to the people.

I would like to say to the Airport Authority of India that there is a lack of manpower here. There are only eight officers here. One small team manages the airport. Work continues from six in the morning till nine at night. I request you to expand the team.

By concluding my speech, I thank the Hon. Prime Minister, hon. Minister and respected Yogi ji. Thank you.

[English]

ADV. A.M. ARIFF (ALAPPUZHA): Madam Chairperson, I stand here on behalf of CPI(M) to speak on the Demand for Grant of Ministry of Civil Aviation.

Madam, we all are yet to come out of the shock of the unfortunate incident of the crash of a Boeing plane with 132 people on board in China late

last night. At the outset, I express my sincere grief on the loss of precious lives. In yet another incident, a Doha-bound plane of Qatar Airways had to be diverted for emergency landing in Karachi. Fortunately, a crash could be avoided. Madam, these incidents should serve as eyeopeners to our Government as our airlines like Air India Express, Spice Jet and Vistara have old-generation Boeing 737 aircraft in their fleets in large numbers. Reports have come out that the Directorate General of Civil Aviation has put the Boeing 737 fleet on enhanced surveillance. So far so good. But I request the Government to take concrete steps to avoid any such incidents in future.

Madam, coming to the policy adopted by the Government on civil aviation sector, it is a shame that our country has been downgraded to the list of nations having no national carrier. Air India has been our pride for years but it was sold to Tata Group, reportedly at a throw-away price. With the selling away of Air India, the only job left for the Civil Aviation Ministry is to control the flight operations. Now, one would wonder why such a huge amount is being earmarked for civil aviation as a part of the Budget.

Operations at major airports in the country like Ahmedabad, Lucknow, Mangaluru, Jaipur, Guwahati, Thiruvananthapuram, etc., have been handed over to the Adani Group for fifty years. That way also, there is nothing left for the Ministry to do now. When the operations at Thiruvananthapuram airport were to be handed over to private players, our LDF Government had participated in the bid. The Kerala Government had spent large sums of money for acquiring land for development of the runway at the Thiruvananthapuram airport. Even that was not taken into consideration by the BJP Government at the Centre and it mercilessly rejected the State Government's bid, only

because it wanted to promote the Adani Group. The State Government and the Adani Group were considered at par. We could prove our efficiency with professional skills in management and development of Cochin International Airport, and Calicut and Kannur airports. Unfortunately, the Central Government did not consider the State Government's bid for the Thiruvananthapuram airport.

Coming to the regulation of flight operations, what control does this Ministry exercise? Has it even once intervened and acted against the airlines that were looting the ordinary people working in the Gulf countries by hiking the airfares three to four times specifically during peak season when there is a huge demand? During the COVID-19 pandemic and the Ukraine crisis, why did this Government remain a mute spectator when private airlines charged hefty sums for tickets at their whims and fancies?

Madam, the day before Russia launched its attack on Ukraine, the airlines were charging around Rs.90,000 to fly people back to India. That was the reason why many Indian students were not able to come back even after the Embassy issued several advisories asking them to leave Ukraine.

So, for this Government, this Ministry can serve only one main purpose of accommodating one Cabinet Minister and one or two Ministers of State. No one knows what was transferred to the Tata Group and how much the Government got in return. Will the Government now, at least, reveal on the floor of this House, what all liabilities of the Air India have been taken over by the Government and what assets have been sold? In the absence of the Government's reluctance to reveal the truth, the people of this country cannot be blamed if they smell corruption behind the Air India deal.

This is nothing but an extension of corruption behind the Rafale deal, on which the French Government has already ordered an inquiry. The BJP Government is saying that the Supreme Court has cleared the deal and hence there is no need of an inquiry. There have been reports that the French Government has got evidence from the intelligence sources that middlemen were involved and millions of dollars were given as bribe in Rafale deal.

Soon, the truth behind the Air India deal will come out and then only people will know as to how much money was lost by the exchequer in the name of privatizing the Air India.

Madam, I will conclude by highlighting one major issue related to the State of Kerala. The Kerala Government has completed the Kannur International Airport by spending almost Rs.2,600 crore on it. It has all the facilities for landing of wide-body passenger as well as cargo airlines.

In the present condition, the Government has not given approval to the foreign airlines to run international flights from this airport. Even now, only the Air India and other domestic airlines, which have only small aircraft, are able to run the services.

Madam, the investment of crores of rupees is simply lying idle and wasted because of the stepmotherly attitude shown by this Government to Kerala. So, I would request the hon. Minister to intervene urgently and give approval to the foreign airlines to start international services from Kannur Airport, which would boost the cargo movement as well. This will be beneficial for the people of Kerala as well as Karnataka. Thank you.

SHRI BELLANA CHANDRA SEKHAR (VIZIANAGARAM): Thank you, Chairperson, Sir, for giving me an opportunity to participate, on behalf of YSR

Congress Party, in the discussion on the Demand for Grants under the control of the Ministry of Civil Aviation for 2022-23.

At the outset, I would like to congratulate the Minister of Civil Aviation, Shri Jyotiraditya Scindia for presenting the first Demand for Grants of his Ministry after joining the Government, and allocating Rs.10,667 crore for the same. There is a great expectation from the Ministry and it is hoped that this Budget will help in reviving the loss of around 20,000 aviation jobs in the country.

Madam, with regard to the State of Andhra Pradesh, I would like to bring to the notice of this House two important issues. On behalf of my Party, and on behalf of the people of Andhra Pradesh, I would request the Government to grant unconditional clearance to the Bhogapuram Airport which falls in my parliamentary constituency. The Central Government has given in principle approval to the Bhogapuram Airport. Currently, there are issues like giving compensation to the Airports Authority of India.

Bhogapuram Airport is not just envisaged as a civil greenfield airport, but also a strategic one given the Indian Navy's dependence on Vishakhapatnam Airport, whose capacity cannot be increased due to the geographical constraints. Hence, I would request the Government to give clearance to the Bhogapuram Airport at the earliest.

I would request the hon.Minister to take necessary steps to create Tirupati as an aviation MRO Centre. In recent years, the aviation industry has grown into an important engine of growth for India's economy and plays an enabling role for other economic activities. The Maintenance, Repair and

Overhaul (MRO) sector is an often overlooked but an essential component of the aviation industry, and is currently at an early stage of development in India.

To capitalise on the enormous potential of the MRO sector, the Central Government has set up an inventory of facilities and invited bids for MRO at eight airports, including Tirupati Airport. There is a great potential for the development of air cargo services at the Tirupati Airport. It can be increased by creating advertisements and by establishing pick-up points in the EMC in Renigunta, Naidupeta, Sri City SEZ, and Tirupati city. It will escalate the cargo bookings.

Tirupati is strategically placed with excellent access to regional airports in South India. Under the dynamic leadership of our hon. Chief Minister, Shri Y.S. Jagan Mohan Reddy Garu, Tirupati's industrial potential is further strengthened by focussing on developing aviation sector in the State of Andhra Pradesh.

Hence, I seek the support of the Central Government in this regard.

Thank you, Madam.

[Translation]

SHRI RAMESH BIDHURI (SOUTH DELHI): Hon. Chairperson Madam, thank you very much for giving me the opportunity to speak on the subject that will take India on the path of progress.

Madam, we all have witnessed the difficult phase of India wherein the starved and helpless people looking at a flying aeroplane could not even imagine to ever board on that sky-hovering machine. In the year 2014, the world's most popular leader, Honorable Prime Minister Modi Ji has fulfilled the dream of those poor people, so that those sky-mapping aircrafts could be

made affordable to even the poor sitting on the ground. At that time it was said—

“Ae parinde! Yun Jameen par baithkar kyon aasmaan dekhta hai,

Pankhon ko khol, kyonki zamana sirf udaan dekhta hai,

Lahron kee to fitarat hi hai shor machaane kee,

Lekin manjil usee kee hoti hai, jo nazron se toofan dekhta hai.”

The Honourable Prime Minister of the country has proved himself by fulfilling his commitments. Some people have made a hue and cry on this issue and they caused uproar but a provision of Rs 10,667 crore has been made for the Ministry of Civil Aviation under this Atma-Nirbhar Budget. Under the 'UDAN Scheme', works will be done with the resolve to increase regional connectivity by utilizing the allocated fund of Rs. 600 crore. The word 'UDAN' which stands for 'Ude Desh Ka Aam Nagrik', itself symbolises the prudent vision of the Honourable Prime Minister. Earlier, air travel used to be done by the big guns of the society and a poor man could not even dream of it. But now a common citizen is traveling by air. He is completing his journey by aeroplanes putting on slippers.

When the Honourable Prime Minister of the country said that a person wearing a slipper would fly in a plane, many people used to laugh at him, but he has now made that dream come true. The same UDAN scheme has a provision of Rs. 165 crore to be spent on the health of retired Air India employees. This is the unique culture of India which cannot be found anywhere else in the world. Making provision for how someone after his retirement and in his old age can be respected, shows how much we care about the retired and old age people. Under the UDAN scheme, about 60 lakh people have been

travelling on the cheapest ever flight tickets costing just Rs 2,500 since 2017. Now more than one crore people will fly every year on 1,000 new routes. Such an incredible and progressive new India is!

Madam, during Late Atal Ji's Government, 'Maharaja' was the logo of Air India. I would also like to inform the House that when the Honourable Prime Minister was holding the post of General Secretary of the Party, he had requested Late Atal Ji to change the logo of Air India from Maharaja to a common man. This very idea had the potential to change the direction and condition of the country. With this thought, he proposed this to Late Atal ji.

The construction of new airports will not only make the 'UDAN scheme' successful, but will also lead to increase in employment, economy, trade, tourism etc. While on the one hand, there were only 14 airports in the country even after 65 years of independence during the period from 1947 to 2014, on the other, 900 new routes were sanctioned, 350 new routes became operational and operation of 50 closed airports were resumed since 2017 onwards which is a milestone in itself. Between 2014 and 2021, 54 new airports have been constructed. By the year 2024, the target is to build 200 airports across the country, so that even a poor person could travel with ease and save his time by using affordable flights. My colleagues and members of the Congress party keep alleging that everything has been sold and been handed over to the private companies. I would like to remind them about the history. They sometimes forget their own mischief just like a famous proverb goes "*100 choohe khaakar Billi Haj ko chali*". How bad your own deeds were! and whom you are pointing your finger on? Who initiated disinvestment or privatization in the country? In 1991, when the former Honorable Prime

Minister Manmohan Singh was the Finance Minister, the Government managed to run its administration by selling Government companies for Rs 2,500 crore. The New Industrial Policy was launched on 24 July, 1991 during the rule of the then Prime Minister, Shri Rajiv Gandhi. A target of earning Rs. 7,000 crore by selling public sector companies was set for the next three year to facilitate the progress of the country. The decision to run the country by selling PSUs was taken by these people. Although, Adhir ji is not present today, but whenever he starts delivering his speech, he never misses to allege our Government that everything has been sold, the railways have been sold. The Railway Minister has said that we are not selling the Railways. It will be run by the Railway Ministry only, but these people spread misconception.

Till March 31, 1995, 39 PSUs were disinvested by the Government, which it sold for Rs 7,000 crore. Then the deal was done for 14 thousand crore Rupees. Out of Rs. 14,000 crore, Rs. 7,000 crore got transferred to the Government's account and the remaining Rs. 7,000 crore reached the safe and secret vaults of the political masters. Today, those corrupt politicians are roaming on the bail for those scams. Where did the taxpayers' money go at that time? In 2004, the UPA's National Common Minimum Programme promised disinvestment. When Manmohan Singh became the Prime Minister in 2004, his manifesto promised disinvestment that they would privatise all PSUs.

Today, Congress is crying on the issue of Air India. For that, the NDA Government is being blamed. I am unravelling the truth. Please go through the history. The first commercial flight in India was operated on 18.2.1911. In the year 1932, J.R.D. Tata founded the Air India. The private sector had so much

potential that it could have expanded the aviation sector after independence, but Nehru Ji nationalized the Air India in the year 1953 and gave it the logo of 'Maharaja', because, only elite class people like Maharaja could board on it. The population of the country at that time would have been 70 crores which has today increased to about 125 crore.

At that time, the logo of 'Maharaja' was given by Nehru Sahab, because he was the Maharaja and those who were going to fly on this plane would be his Prince. Air India has been incurring losses since 2007. Who was in power in the year 2007? I want to ask what caused the loss of Rs 20 crore per day? This history began after 2007. If people have lost Rs 50,000 crore in the past years, should we let public money go wasted? No, this is a new India, it will grow and fly as well. Therefore, those who accuse the airports of being privatised should themselves do the soul-searching.

I would also like to ask you as to who had handed over IGI Terminal-3 in Delhi to GMR? Today's Government did not give it. Who gave Mumbai airport to the private sector? The Congress government gave it, today's government did not. These are all their misdeeds. ... (Interruptions)

HON. CHAIRPERSON: You should conclude now.

SHRI RAMESH BIDHURI: Hon. Chairperson Madam, I want their...* (Interruptions). I would like to request the Honourable Minister. Now, they will feel more pain, because, their senior leaders have deserted the house and left them here to interrupt the proceedings of the house by creating uproar here. Their Senior leaders do not come at all. They feel*how to enter and sit in

the house. They cannot listen the answers, so they leave them here. I would like to request the Honourable Minister that Shahbad village and Nangal Devat village, which were acquired by the Airport Authority of India is located nearby an international airport. When the airport was built there, those people inhabiting that area were rehabilitated. Although, the Airport Authority of India did set up a village there, but no parks were developed there for the children to play. There is no community centre there. It was a 700-year-old village which has been demolished and used for national interests and the local people of that village have been given plots there. They are residing there, but I would like to request the Hon'ble Minister to make Airport Authority of India to provide facilities for them. Along with this, I would like to thank the Hon'ble Minister that a Metro station is being built there. I had requested for it and within four days he got the land transferred from GMR to Metro. I thank the Hon'ble Minister for that.

The land around Shahabad village has been acquired by the Government and the village has been surrounded by boundary wall around it. The land was awarded to GMR Company because of the misdemeanor of the congress, and the company has constructed a boundary around it. Now there is no place for the villagers even to walk. Nowadays diseases are increasing, people want to walk. The GMR has unnecessarily constructed boundary on that land. It has one boundary inside. The company went to the court and the Supreme Court and managed to get an order in its favour. ...*. Today the people of the village are living like slaves. Keeping in mind the lives of

* Not recorded.

promising children, the Hon'ble Minister should take care of it. He should ask the GMR Company to provide that land to construct park so that people can walk there. With this I conclude. Thank you for giving me the opportunity to speak.

***SHRI DEVENDRA SINGH 'BHOLE' (AKBARPUR):** Thank you for giving me this opportunity to present my views on the ongoing discussion on the Demands for Grants of the Ministry of Civil Aviation in this august House.

The city of Kanpur, known as Manchester of the East, has close working and commercial links with cities like Mumbai, Kolkata and Delhi. Now even the cities of South like Bangalore, Hyderabad and Chennai have links with the residents for various reasons.

Regular air service had been available to this city for a long time, but the previous Government canceled it due to known-unknown reasons. Despite the availability of complete infrastructure for air service, Kanpur has been a victim of negligence. Due to irregularity of operations for many years air services have faded into oblivion from the memory of the residents of the city.

Aviation development is such an issue which has the potential to become the engine of further strengthen the economy of the country for the next centuries. In order to achieve the concept of making India a world leader, with which the Prime Minister and his popular Government are moving forward, the Ministry of Aviation is taking several historic steps to develop Kanpur city airport.

Being the chairman of the Airport Advisory Committee of District Kanpur City, I would like to draw your kind attention to my demands and immediate solution of some problems related to the airport.

In order to increase the air facilities in Kanpur, the work of setting up a new terminal building was started by the Government of India in October, 2019 with the fund of Rs.106 crores. The construction work was awarded to Uttar Pradesh Rajkiya Nirman Nigam and it was to be completed by December, 2021. But due to the very slow pace of construction work by the said agency, even 50 percent of the work has not been completed so far. It would have been a golden opportunity for the residents of the district, had the work of Kanpur airport completed by December 2021 and it would have been presented prominently among the public as an achievements of the Government. This has not been possible due to the indolence and inaction of the concerned officials of Kanpur Airport and the working agency.

The main reason for delay in the airport of Kanpur city was due to problems between the Airport Authority of India and the Air Force. I met the Hon'ble Minister and urged him to address the issues related to NOC immediately. Through you, I urge the Hon'ble Minister to kindly issue orders to the concerned authority to expedite the work by speedily overcome of the obstacles in the construction work.

Due to the ongoing work at Kanpur airport, the number of flights cannot be increased, but the change in the timings of the currently operated flights will bring immense benefits along with the increase in the number of passengers. Presently 1 flight is operating from Kanpur to Delhi, 2 flights to Mumbai and 1 flight to Bangalore. The flight from Kanpur arrives to Delhi at 12:30 and the same flight returns at 1 PM. If the arrival time of the flight is changed to 8:00 AM and Departure time to 8:30 AM and another flight from Delhi to Kanpur at

3:00 pm and from Kanpur to Delhi at 4:30 pm, the passengers will be benefitted.

SHRI SANTOSH KUMAR (PURNIA): Hon'ble Chairperson, I thank you for allowing me to participate in the discussion on Demand for Grant of the Ministry of Civil Aviation for the year 2022-23.

Hon'ble Chairperson, first of all I would like to thank the Government for privatization of Air India. This institution was in loss for the last several years and the burden on public exchequer was increasing year after year. I hope that Tata Airlines Group will be able to successfully operate it. By the way, I think that at least one airline company should be owned by the Government so that air services can be provided to the common citizens during crisis.

Hon. Chairperson Madam, I would like to specially thank the Hon'ble Prime Minister to include Purnia in the UDAN scheme to start the air services. Hon'ble Prime Minister Narendra Modi Ji announced on August 18, 2015 to start domestic flight services from Bihar's Purnia airport. The State Government has to provide land for the construction of terminal building for starting the air service from Purnia. The State Government allocated funds to the District Magistrate in the year 2017 itself, but the farmers to whom the land has to be acquired went to the High Court. Due to which the acquisition of land was pending. Hearing was not being held in the High Court due to the Covid pandemic. Recently, on 9th March, the High Court has returned that entire matter to the District Magistrate. I am sure that the issue of the land will be settled by April 15 and the land will be transferred to the airport authority. I am in constant touch with the Hon'ble Minister and have met him many times, that when the land is transferred in the month of April, the construction work of the

terminal building should be started there and the Air services should be started from Purnia after bidding. This is my request to the Hon'ble Minister. I not only have hope but confident also that the Hon'ble Minister will take it positively and will restore air services from Purnia. In 2017, Darbhanga airport was taken up in our neighbourhood and in 2020, that airport became operational. Many passengers from Darbhanga are using this airport. The dream of Hon'ble Prime Minister that even people wearing slippers can travel by aeroplane has come true in Darbhanga. More passengers from Purnia will come to this airport than Darbhanga because passengers from nearby areas of Purnia like Purnia Division, Bhagalpur Division, some areas of West Bengal and neighbouring country Nepal will also prefer to come to Purnia Airport. Passengers around this airport will take flight from Purnia airport and go to other places. I am sure that the Hon'ble Minister will positively work to start this service in 2023.

Sir, through you, I would like to demand from Hon'ble Minister that Government of India has connected all Buddhist sites of international importance under Buddhist Circuit project, in which Kushinagar and Sarnath have got airport connectivity, Gaya already had air connectivity but Nalanda has been deprived of that. It is my belief that the Hon'ble minister will consider my request to connect Nalanda as well in this project.

With these words, I again request the Hon'ble Minister to start air service from Purnia by the end of the year 2022. The runway of the airport was being constructed there by the Air Force and that work is also almost going to be completed. That's why I request the Hon'ble Minister that the terminal building should be constructed soon and air service should be restored from there so that the people of the backward and aspirational area can get its benefit.

I congratulate the Hon'ble Prime Minister of the country for selecting Purnia for the 'Udaan Yojana'. Thank you.

[English]

SHRI P. RAVEENDRANATH (THENI): Madam, let me first of all take this opportunity to thank our hon. Prime Minister Shri Narendra Modi ji for launching mission 'Operation Ganga' and for successfully evacuating our citizens stranded in the war torn, Ukraine. I also wish to extend my appreciation to our hon. Minister for Civil Aviation, Shri Jyotiraditya Scindia ji for personally leading the evacuation mission and bringing back about 18,000 Indians. The success of this mission has certified India's growing influence in the global arena.

Madam, the civil aviation sector in India has witnessed remarkable growth in the last few decades. Since 2014, the sector has been witnessing exceptional transformation both in terms of infrastructure as well as working environment.

16.56 hrs

(Shri Kodikunnil Suresh *in the Chair*)

Sir, studies show that air connectivity has an economic multiplier of 3.1 and employment multiplier of 6.1. Our Government has truly recognised the significance of the aviation sector in the economic growth of our country and airport is identified as one of the seven engines that propel PM Gati Shakti.

I welcome the initiative of the Airports Authority of India to set up nine new Flying Training Organisations in five cities through a liberalised FTO Policy.

I wish to conclude by placing some requests through you to the hon. Minister. With the objective of developing opportunities for aspiring pilots from

our nation, I welcome the liberalised FTO Policy introduced by the Airports Authority of India. I request that at least one FTO may be allotted for Tamil Nadu in the proximity of Madurai Airport in South Tamil Nadu.

I also wish to propose that, considering the anticipated demand for pilots in India in the near future, policies may be formulated to ensure development of large chains of flying schools with more number of training aircraft than dozens of small fragmented ones that are in any way not sustainable. I also suggest that leading airlines should come up with their own FTO so that with this backward integration, they can benefit in the long run.

An Authorised Remote Pilot Training Organisation for drone training may be sanctioned in the proximity of Madurai Airport. It will not only enhance the prominence of Madurai Airport but also provide base for the development of suitable ecosystems for aerospace research and development in the southern districts of Tamil Nadu.

Sir, southern districts of Tamil Nadu are mostly dependent upon agriculture and the facilities to impart professional training for drones will help provide employment opportunities in drone operations, maintenance, design, manufacturing and data analytics, etc. depending on the course successfully completed by them. Moreover, now that drones are being extensively used in several farming avenues, farmers will get cheaper and trained access in drone services.

Sir, I was fortunate to be a part of the recent Parliamentary Delegation to UAE along with our hon. Speaker, Shri Om Birla.

17.00 hrs

I had an opportunity to visit the Indian pavilion in Dubai Expo 2020 where a start-up incubated in IIT Chennai displayed a futuristic two-seater eVITOL aircraft developed for civilian transport. We have so much talent in our nation in aviation field to meet our requirements. I wish to suggest that the Civil Aviation Ministry should actively encourage the promotion of start-ups in this sector.

Sir, I wish to suggest the hon. Minister, through you, to consider introducing a policy to permit concessional air travel for senior citizens travelling for medical purposes.

I wish to suggest providing opportunities to local artisans, farmers and craftsmen to promote and sell their products in the respective airports on similar lines of 'One Station, One Product' of the Railway Ministry.

Sir, with regard to the proposed second airport in Chennai, though land had been identified in the outskirts of Chennai, no further developments have taken place. Hence, I request the hon. Minister to kindly expedite the commencement of the airport without further delay, considering the ever-increasing passenger load on the existing Chennai Airport at Meenambakkam.

[Translation]

***SHRI KAUSHALENDRA KUMAR (NALANDA):** First of all I would like to thank the Government for the privatization of Air India. This company was in loss for the last several years and year after year the Government was spending public money which became a burden on the Government. It is expected that Tata Airlines Group will be able to successfully operate it. By the

way, I believe that there should be an aviation service company under the Government as well. In dire circumstances, services can be provided to common citizens by Government institutions.

UDAN scheme has been formulated keeping in view the ease of travel of people in Tier-2 and Tier-3 cities. But the work which should have been done has not been done. Similarly, the work of Patna airport is also progressing very slowly. There is a need to accelerate that work. Along with this, the way the number of passengers has increased at Darbhanga Airport, there is a need for expansion of that airport. There is a lack of passenger amenities at the airport.

There is a need of several regional airports in Bihar. Air service should be started at the places like Muzaffarpur and Bhagalpur as soon as possible. With the commencement of regional aviation service, not only the air travel facility will be available to the people around there but people will also get employment opportunities at the local level. Income of the local people increases due to it. Along with this, the Government also gets revenue.

My parliamentary constituency Nalanda has a glorious historical significance. Nalanda, Rajgir and Pawapuri are tourist areas which are holy places of all-religious harmony and attract lakhs of tourists from the country and abroad. In the Rajgir region in every three years the Holy (Purushottam) Malmas fair of the Hindus takes place. This area is surrounded by five hills, green valleys and hot water springs in Rajgir. The powerful Kings from Ramayana to Mahabharata and Jarasandh in Magadh period used to live here. Even today, the arena of Jarasandh Bhima is situated here. The five hills of Rajgir are older than the Himalayas, which is said to be about 400 million years old. Swarna Bhandar Cave, Maniyar Math and Ajatshatru Fort is also situated

here. Lord Buddha did penance at Griddhakut in Rajgir during Buddhist times and lived in Venuvan for many years. This land is the holy city of Lord Mahavir and the 22nd Tirthankara of Jainism, Swami Suvratnath Swami, was also from Rajgir. Kundalpur, the birthplace of Lord Mahavira is in Nalanda and Pawapuri, the place of Nirvana of Lord Mahavira, is also situated here. The abode of Mohammad Makhdum Sahab has been Rajgriha. Rajgir of Nalanda has the world's second glass-bridge and zoo-safari is the center of tourist attraction.

Gaya, Kushinagar and Sarnath have got airport connectivity under the Buddhist circuit project of the Government of India, but I have to say with regret that despite so many advantages, my Parliamentary Constituency Nalanda has not been considered for airport connectivity. The proposal of Bihar Government in this regard is also pending with the Central Government for a long time.

The Prime Minister himself did the announcement of restoration of domestic air service from Purnia on August 18, 2015. But there was delay in land acquisition from the court. Now that too has been cleared and D.M. is ordered to hand over the land to the airport authority within one month. Due to this the obstacle of this project has also been removed.

With the commencement of passengers flight service from Purnia, the people of Purnia Division, Koshi Division, Katihar, Bhagalpur Division and the neighboring State of Bengal and the neighboring country Nepal will be directly benefited.

There is a suggestion that at present civil aviation service should be started by seeking permission from Air Force Airport of Ministry of Defence at Purnia. When arrangements are complete, the transfer will be done.

I again support this Budget and Demands for Grants by requesting the Government regarding the International Airport in Nalanda.

[English]

SHRI N. K. PREMACHANDRAN (KOLLAM): Sir, I rise to oppose the Demand for Grants of the Ministry of Civil Aviation for the financial year 2022-23 because the Budget proposals for 2022-23 are totally for the privatisation of the civil aviation sector.

Sir, indiscriminate and rampant privatisation is taking place in the entire civil aviation sector, namely, airlines, airports, cargo maintenance, repair, MRO, general aviation, aerospace manufacturing, skill development etc. Indiscriminate and rampant privatisation is taking place in almost all the areas of civil aviation sector. Therefore, I strongly oppose the policy of privatisation and hence, I oppose the Demand for Grants of the Ministry of Civil Aviation.

The National Civil Aviation Policy (NCAP) of 2016 mainly aims at rampant privatisation and 100 per cent FDI is also permitted in scheduled air transport service. So, the entire field of the civil aviation sector is now open to the private sector and even FDI is being allowed. In such a situation, the role of an independent Ministry like the Ministry of Civil Aviation is in question.

Sir, the next point I would like to focus on is with regard privatisation of Air India. If you examine, privatisation of Air India was very, very interesting. The Share Purchase Agreement was signed with Talace Private Limited, that is, TATA Company Limited on 25th October, 2021. The bid was won by Rs.18,000 crore as enterprises value.

Why was the prestigious national carrier sold out at a cheaper price? The privatisation of Air India was a deliberate and systematic scientific activity

done in a phased manner with ulterior motive with mala fide intention. It has killed Air India. Air India was running on profit and it was running in a good way. But a systematic and scientific killing was done and finally Air India was forcefully sold.

Now, a democratic country like India does not have a national carrier. It is not a very prestigious thing for us. How has Air India been killed? I would like to cite some examples. In violation of the bilateral agreements, traffic rights were given to foreign carriers which was one more reason for the downfall of Air India. Domestic route schedules were withdrawn or cancelled to pave way for the flights of private airlines. Interest on purchase of the aircraft was used to be nine per cent whereas now, the new company Tata Group got the same aircraft at a reduced rate of 4.5 per cent. That means, they got them at less than half of the original nine per cent.

Corrupt officials were protected and no steps were initiated to put an end to corruption in Air India. The majority of routes operating to Gulf countries were handed over to Air India Express. Air India Express is a low cost carrier. So, the executive class passengers and passengers preferring full service carriers, opted for other airlines. But the Government took no steps to control the mismanagement and corruption in Air India with the sole intention to sell the national carrier to a private airliner.

Sir, I would like to know from the hon. Minister what would be future of the employees of Air India after one year. That is the worry we are all concerned about. We know that Air India was forced for sale. Finally, it is sold. Though, in principle, we are opposed to it, we would like to know what would be fate of the employees of the Air India.

My first point is this. Post-disinvestment, the Tata Group will be required to retain the employees of Air India in service for just one year. It is submitted that the denial of job security to the employees of Air India post-disinvestment, is contrary to the 'Service Regulations and Standing Orders', which is presently applicable to all the employees of Air India. As per the 'Service Regulations and Standing Orders', they are entitled to continue in service until the age of 58 years, which is the age of superannuation. When any airport was to be privatised, there was an option that its employees could go to other airports which come under the control of the Airports Authority of India. But here, as far as the Air India employees are concerned, they have no option. So, I would like to ask the hon. Minister, when such an option was available for the Airports Authority of India to go to any other airport, why he is not giving any chance of deployment of the employees of Air India to other public sector undertakings? By this, their job security could also be protected.

Let me come to my second point. As per the guidelines of the Department of Public Enterprises, the Central Public Sector companies are supposed to bring out a Voluntary Retirement Scheme prior to handing over the company to the new employer. Why in the case of Air India, has it not been done? No VRS had been announced before handing over Air India to a private airliner?

Now, let me come to my third point. The employees and retired employees are provided medical facilities as a condition of service. Will Tata Group continue to provide the medical facilities to the employees and the retired employees of Air India? It is quite unfortunate that nothing is being

done so far in this regard. This point has to be made clear. So, I am seeking this clarification.

Sir, here, I would like to cite one example. You may be well aware that one honest officer of the Air India – I am not mentioning his name -- who was a whistle-blower, was harassed like anything by Air India employees at the Thiruvananthapuram Airport. Finally, criminal cases were registered against the Air India employees, that is, the person officiating as General Manager, Southern Region, and the Manager, Thiruvananthapuram as the seventh and ninth accused respectively for harassing the whistle-blower. They were booked for forging and foisting false complaint of sexual harassment. I would request that justice should be provided to the whistle-blower.

Sir, another point that I would like to make is regarding the Budget proposals. The Indian aviation sector is the third biggest domestic aviation market worldwide, and ninth largest international aviation market. But if you see the Budget Estimate for 2022-23, it is 85 per cent less than that of the Revised Estimate of 2021-22. The capital expenditure is just Rs. 76 crore while the revenue expenditure is Rs. 10,591 crore. So, the Budget Estimate of 2022-23 shows that an independent Ministry of Civil Aviation is not required because its entire functions have already been transferred to the private sector.

Sir, my last point is about the user fees. The Cochin International Airport Limited is a joint venture company. It is running in profits and it is also giving dividends to its shareholders; and there is no user fees. But as far as the private airports at Delhi, Mumbai, Hyderabad and Bengaluru are concerned, a huge user fee is being imposed on the passengers. So, I would request the

hon. Minister to kindly have some mechanism to regulate and monitor the user fee, which is being imposed upon the poor passengers.

So, in the end, I would oppose the privatisation policy of the Government. With these words, I conclude. Thank you very much.

[Translation]

SHRIMATI NAVNEET RAVI RANA (AMRAVATI): Hon'ble Chairperson, first of all, I would like to thank the Hon'ble Prime Minister and Hon'ble Minister for the work done to safely bring back the students trapped during the war in Ukraine to their country without any harm. The parents of these students used to come to us worried about the phone calls of the children. I would like to heartily congratulate all our Ministers who had gone there. The persons who had gone for medical studies, for jobs or for business, came back safely. Only these students and the Government knew about the problems. It was a good deed, but it was not discussed in the House, but if there was a mistake, there would have been a ruckus in the whole House. We thank the Government for the work done by the Government under 'Mission Ganga' to save the lives of students. We are not the parents of those persons, but being the parents of our children, we know that it was very important to bring the children safely to our country in such a situation and the Government has done this work.

Hon'ble Chairperson, Akola used to be the most developed city of our Vidarbha. After Nagpur, Akola had the highest development in Vidarbha and when the airport was built there thirty years ago, due to some reasons that airport was closed. About sixty hectares of land of our Dr. Panjabrao Deshmukh Agricultural University was allotted to the airport. For some reason that airport was closed. The condition of its runway was so bad that during the

emergency, even emergency landing could not be done on that runway. The Government deserves appreciation for the new airports which were built in Maharashtra after the year 2014, but the airports which have been closed and today if they can be made operational, then such airports should also be taken care of. I would request that the runway of Akola airport should be started by developing it. If this is not possible, then by handing over the airport to a private authority and starting the airport, businessmen, students and all other people in that area should be given a chance to grow. For emergency operations, there are Paratwada and Achalpur in Amravati, which are tribal areas. Recently, many people from our area donated their organs. If an emergency landing helipad is built there, that would be of great use. I would like to tell you that two people died and their families decided to donate their organs. However, the organs could not be sent to Chennai and Pune on time and many lives could not be saved. If we could make a small helipad at Paratwada and Achalpur, it would be convenient for the people. This area is adjacent to tribal area. If this happens, the people and doctors of Amravati district who are engaged in saving many lives will get a little appreciation and support. We would be able to save lives by this way.

Sir, Our area is hill station. Chikhaldara and Melghat etc. are famous tourism places. A sky walk facility is being built there. Third ropeway of the country is also being built there. There will be movement of about 10,000 to 15,000 people on the weekends there. I think the demand is a bit high but the Government has the capacity to fulfill it. It will be good for our region; if a helipad is constructed to promote tourism in the region. The Hon'ble Minister has inaugurated the airports in Jalgaon, Nanded, Nashik, Shirdi, Kolhapur,

Sindhudurg and recently in Gondia in the last seven years in Maharashtra from the year 2014 to the year 2021.

The people of Amravati are anxious that out of the Rs 75 crore allotted for the airport, only a small part of funds has been received by our State. It would be good if the entire fund is received before 31st March. I had visited there a few days back. I had asked the reason from the Department for the delay. Why the situation has not improved? For the last one year, the reason being given was that there is no fund. When the Union Government has given the fund, then why was the work not started at a fast pace? The work at Gondia has completed, but the work in Amravati is still at the same stage. I request you to order the Department so that its work is completed as soon as possible and Amravati airport is inaugurated by the Hon'ble Minister and the people of Amravati are also able to take flights. As it is said that those who wear hawai slippers should also travel by air, similarly our Amravatikar should also travel in flights. I have this expectation from the Hon'ble Minister and the entire Department.

HON. CHAIRPERSON : Please conclude.

SHRIMATI NAVNEET RAVI RANA: Sir, just now a colleague told me that while traveling in Delhi airport, the airport from inside has become a fully commercial space. We find inconvenient in crossing it. The airport has been turned into a commercial space. I would like to request the Department to look into this matter also. Thank you so much, sir.

[English]

SHRI V.K. SREEKANDAN (PALAKKAD): Respected Chairperson Sir, I thank you for allowing me to participate in the debate concerning the Ministry of Civil

Aviation. The 'Ude Desh Ka Aam Nagrik' (UDAN) scheme was launched with much fanfare, including the slogan "*From Hawaii Chappal to Hawaii-Jahaz*", about five years back. Today, only one out of four routes under the said scheme have survived after completing the Government's subsidy period of three years and out of 94 routes that have completed three-years period, only 22 routes are in operation.

Sir, there are many reasons why this Scheme could not pick up. The Government needs to address them if it really wishes that *hawai chappal wala* should be able to travel by flight.

Sir, the Government has been talking to make even *hawai chappal wala* to be able to board flight. But today, the airfares are such that the *hawai chappal wala* cannot even think of touching an aircraft. The airfares have shot up by one-fourth of the prevailing prices. The Government has been talking about reducing the price of Aviation Turbine Fuel but nothing has happened so far. Instead, the price of ATF has only further increased, resulting in increase in airfares.

Further, the Government aims to make 200 airports functional by the year 2030 in many ways. It has also been reported that many airports will be established under the Gati Shakti Scheme. In this connection, I earnestly request the hon. Minister to look into the issue of establishing an airport at Palakkad. I have already made a representation to this effect before him.

Sir, Palakkad, which is my Parliamentary Constituency, is a centrally-placed district in the State of Kerala which is also adjoining Tamil Nadu. Palakkad is the second-largest industrial district in Kerala having all types of industries, including both Central and the State Public Sector Undertakings.

The only IIT in the State of Kerala is at Palakkad. Palakkad is also the divisional headquarter of Southern Railways. The work of the industrial corridor between Coimbatore and Kochi via Palakkad is in progress. Palakkad is the gateway for supplying all materials to the State of Kerala from many parts of the country. Moreover, thousands of people from this district and its neighbouring districts are settled in many parts of the globe and are earning precious foreign exchange for the country. The proposed Coimbatore-Kochi Industrial Corridor is expecting a huge foreign investment. Hence, it is essential to have an airport at Palakkad to be able to travel there easily. Therefore, it is requested that Palakkad may also be included in the Airport Expansion Plan of the Government.

Another important thing that I would like to mention here is about the shortage of Air Traffic Controllers. The sanctioned strength of Air Traffic Controllers in the country is 3,901, against which only 3,162 personnel are employed. There is a shortage of 19 per cent. This gap is only getting wider day by day. These Air Traffic Controllers are working without mandatory break even in the busiest airports. In some airports, they are made to work without a day off.

Sir, I am going to conclude. The demand for Air Traffic Controllers is increasing with the addition of new airports and introduction of new airlines. Therefore, the Government needs to fill up the vacancies of Air Traffic Controllers urgently as they are the ones who control the air traffic, and any negligence of that will invite a tragedy. Thank you, Sir.

***SHRI P. R. NATARAJAN (COIMBATORE):** I would like to lay my speech on the Discussion and Voting on Demands for Grants under the Ministry of Civil Aviation 2022-23 on the Table of the House.

The Government has sold all assets at a very low price since the carrier had started making operative profits from 2015-16. This is in tune with the Government policy of selling national assets for private profit. A desperate exercise is going on for all-out privatisation of all national assets/PSUs. The National Monetisation Pipeline is tantamount to sale of India through transfer of vast infrastructural assets/machineries to private corporates, virtually free. The latest is the virtually free gift of Air India to Tatas.

This pathetic situation of panic privatisation has risen because of the Government's spectacular economic mismanagement. It is not able to raise enough through taxes to generate the resources needed to revive the economy. India's GDP growth continues to plummet into a "Government slump." Unable to meet disinvestment targets in a systematic manner, now the Government trying to give away the nation's silver even for small change.

The Central Government continues with its relentless destroying of India's national assets. The iconic national flag carrier, Air India, has been sold to the Tatas. This sale is tantamount to giving a free gift to the Tatas by the Central Government. This is daylight highway to big loss of national assets.

Tata will inherit Rs. 15,300 crores of debt, which will surely be restructured, paying the Central Government a mere Rs. 2,700 crore for the national carrier, with all its core assets. The remaining debt of Rs. 46,262 crore

* Speech was laid on the Table.

will be the burden on the Government, which means the people will have to bear this.

[Translation]

SHRI GOPAL SHETTY (MUMBAI NORTH): Thank you, Hon'ble Speaker Sir. I congratulate Hon'ble Finance Minister Smt. Nirmala Sitharaman and Hon'ble Civil Aviation Minister Shri Jyotiraditya Scindia. A very nice budget has been presented, in which many facilities have been provided. Civil Aviation sector has seen a lot of changes in the last 8 years. When we go to the officers of the Department, we get prompt response and it feels good. Whatever work we request, it is done immediately. However, in spite of this, some big issues are left, which do not even involve money. If only administrative approval is given, then people will get relief on a large scale. I would like to raise some such small issues.

Sir, I believe that there is going to be a problem in the whole country, in which Mumbai will be at the forefront. Multi-storey buildings are being built on a large scale in Mumbai and our signal system is facing problems due to these multi-storey buildings. The work of shifting these buildings has been taken up by the Civil Aviation Department for the last several days. The Fali Committee was appointed. This Committee recommended that all the signal systems in place should be shifted out of the city and until this exercise is done, they should be shifted to a high rise building. This was the recommendation of the Committee. I came to know about this when I went to the Secretary, Civil Aviation. He had already prepared a note and he apprised me about the same. I was thinking as a lay-man that the signaling was better when the building was low rise. Now the building has become multi story, so the problem of signaling

is being faced. I suggested them that when the building goes up, if we go above 30-40 floors, then this problem can be solved without any cost.

Sir, the officers listen to me, but they are not able to take a decision. I have written a letter to Hon'ble Jyotiraditya Scindia ji. If the Mumbai Commissioner and other concerned people are called for a joint meeting, then this big problem of Mumbai could be solved, otherwise this would become a big problem in the future. These days Mumbai Municipal Corporation has taken 16 thousand crore premium from all the developers by giving concession. After that the problem of height restriction arose there. All the people have paid money, but their buildings have been demolished. If the height clearance is not given soon, then a big problem can crop up in Mumbai. The Civil Aviation Department has asked the State Government to pay Rs 474 crore and shift all these systems to a plot owned by the State Government in Goreng, but the decision are not taken quickly between the officials of the State Government and the Central Government due to which this matter is pending. I would like you to solve this as soon as possible. It would solve a big concern for Mumbai city, otherwise a big problem is going to be faced in future.

Sir, I would like to thank the Hon'ble Prime Minister and Hon'ble Civil Aviation Minister that we have merged Air India and handed it over to Tata. Tata had asked for it earlier also, but the then Government did not give it to Tata and we had to suffer the loss of lakhs and crores of rupees. Our present Prime Minister immediately took a decision on this. When Air India was not being given to Tata, Tata went to Singapore and tied up with them to bring Vistara Airlines here. Vistara has become such a good establishment. All the people are traveling by Vistara. After that, we have now given Air India to them

as well. Many changes are coming in it. Earlier, no one was ready to go in Air India, but now everyone is choosing Air India because now it is improving a lot.

Regarding the signaling system also, if we give responsibility to Tata Company, then they will do it with their own money. As I have heard about Tata that they pay 30-33% income tax and out of the remaining money also they donate 60%. He is serving the Nation. If we give them this type of work and if it is transferred from bureaucrats to them, then they can take quick decisions and do all this work quickly. I would like to request the Hon'ble Minister regarding this to see whether something can be done. We need to do something new in this regard without delay.

Sir, a small issue remains and I will conclude within two minutes. The employees on the airports have been engaged on temporary basis. The contractors charge huge amounts of money but pay very little salaries to the employees. We passed a bill also, the last year. Still, 100 percent justice is not being ensured. I believe that post enactment of a law, the Hon'ble Minister and the officers of the concerned department should set up a system of checks and balances to monitor the extent and the manner of implementation of the law so that people may get benefits of the bills passed by the Parliament.

There is an airport at Juhu in our city Mumbai. The airport is not in use at present. If we start operating smaller flights like the domestic flights as launched by the Hon'ble Prime Minister to this airport; it will be a big relief to the bigger airport at Mumbai and the Mumbai city handling heavy air traffic load. The Hon'ble Minister may kindly give a thought over this.

There is one more small issue. It takes half an hour to come out of the Mumbai airport after landing. Sometimes, the plane lands at the last stop and it

is very troublesome for the senior citizens to come out as they have to walk about two kms. If we can provide facility of transport, the senior citizens will get huge relief. They will get justice. They will feel that someone cares for them also.

I would like to request the Hon'ble Minister to take up this work expeditiously. The work of construction of airport at Navi Mumbai should be done at war footing and the airport should be started at the earliest so that the load at Mumbai city is shared. A big change will definitely take place in our transport system with the commencement of operations of this airport at Navi Mumbai. I would request the Hon'ble Minister to pay attention towards it. Signalling problem has arisen due to height restrictions, so I would request the Hon'ble Minister to give his comments on the problem or else to call for its details and hold a joint meeting with the Commissioner, Mumbai Mahanagar Palika. I do not mind even if he brings Mumbai Municipal Corporation to bear the whole expenditure.

[English]

They have collected Rs.16,000 crore from the developers in Mumbai city. They can easily spend Rs.500 crore to solve this problem. So, I request the hon. Minister to have a joint meeting with them immediately before the end of this Session so the people of Mumbai get a big relief.

Thank you, Sir.

[Translation]

***SHRI BIDYUT BARAN MAHATO (JAMSHEDPUR):** First of all, I am thankful that I got an opportunity to place my views on the discussion and to vote on the Demand for Grants pertaining to the Ministry of Civil Aviation for the year 2022-23.

Our country has moved ahead to make even poor people feel enabled for air travel apart from providing basic facilities to every citizen. It shows the relentless efforts being made by the Hon'ble Prime Minister to provide the highest levels of living standards to the common people of the country. It is also commendable that all the districts of the country are being connected with flight services.

I would like to mention regarding a demand pertaining to my Parliamentary Constituency that a Joint Venture Agreement (JV Agreement) and a Memorandum of Understanding (MoU) was signed between the Airports Authority of India and the Government of Jharkhand for the development of Dhalbhumgarh airport on 24.01.2019. The Union Government has allocated approximately Rs. 100 crore for the construction of this airport. On the basis of suggestion given by the Environmental Appraisal Committee (EAC) in its meeting dated 24.09.2020 on the Environmental Clearance of the proposed site, the Government of Jharkhand was advised to appoint a Forest Clearance Consultant (FCC) for the necessary coordination with the Chief Forest Warden. The consultant appointed by the Government of Jharkhand submitted the requisite documents in the office of the Nodal Authority of the Department of

Forests on 25.11.2021. The reply of the State Government in this regard is awaited.

The construction of Dhalbhumgarh airport will be an important step in the development of three Eastern states i.e. Jharkhand, West Bengal and Odisha. It is pertinent to mention that the three large industrial areas in these three states will get a new direction of development with the construction of this airport. The Jamshedpur and Adityapur industrial area of Jharkhand, the Purulia and Kharagpur industrial area of West Bengal and the Balasore (Baleshwar) industrial area of Odisha are located within a distance of only 50 to 100 kms from this proposed airport.

Hence, I would like to request the Hon'ble Minister to give Forest Clearance for the Dhalbhumgarh Airport so as to take it up further with the Ministry of Environment, Forest and Climate Change (MoEF&CC) through the Environment Appraisal Consultant appointed by the AAI to get Environmental Clearance after approval of the State Government. Thank you.

SHRI GIRISH CHANDRA (NAGINA): Sir, I would like to thank you for giving me an opportunity to participate in the discussion on the Demands for Grants pertaining to the Ministry of Civil Aviation.

Sir, I hail from Parliamentary Constituency Nagina, district Bijnaur. Moradabad district is situated adjacent to my Parliamentary Constituency Nagina and which is known worldwide for its decorative brass utensils. The products from here gain their popularity not only within the country but also in the international markets.

Sir, through you, I would like to draw the attention of the Government towards the UDAN scheme which was launched in the year 2017 and its aim

has been to enable the common citizen of the country to travel by air i.e. '*Ude Desh ka aam Naagrik*.' Its goal is to promote regional connectivity and to provide access of air travel services to the common man. The construction of an air strip in village Bhadasna of Block Munda Pandey in District Moradabad had been completed in the year 2007 itself. The Government provided air connectivity enthusiastically to other cities, pilgrimage centres and tourist places in Uttar Pradesh except Moradabad. When the Hon'ble Prime Minister inaugurated the Kushinagar International Airport last year i.e. 2021, name of Moradabad along with other cities was also mentioned in the Regional Connectivity Scheme.

Hence, through you, it is requested to start flight services from Murabad also under the UDAN scheme as soon as possible so as to ensure economic development of this region as well as to create employment opportunities in other sectors also.

Sir, through you, I would like to bring to the notice of the Minister that there is no Pilot Training Centre in Western Uttar Pradesh. Moradabad may prove to be a suitable centre for this. Hence, I would like to request the Hon'ble Minister to set up a Pilot Training Centre here while connecting Moradabad with air travel facilities under the UDAN scheme so that the students of my Parliamentary Constituency Nagina and other districts may get a chance of pilot training. Sir, thank you very much for giving me time to speak.

[English]

SHRI KESINENI SRINIVAS (VIJAYAWADA): Hon. Chairperson, Sir, I thank you for giving me the opportunity.

Firstly, I appreciate the efforts of our hon. Minister, Scindiaji, for Operation Ganga, evacuating nearly 18,000 students from Ukraine, which is a great move. It is very strongly supported across the country and also globally. Out of those 18,000 students, nearly 2,000 belong to Andhra Pradesh. I thank the Prime Minister, the Minister of Civil Aviation and also the Defence Minister because many students were evacuated through the Indian Air Force aircraft also.

The Government has also taken one more initiative recently of disinvestment of Air India which is a very good move. Air India was once a pride of this country, but slowly that pride had been reducing and deteriorating. It was also losing nearly Rs. 20 crore of hard-earned taxpayers' money. It has now been put in the safe hands of Tatas. Again, I think, the pride of Air India will now be regained, strengthened and go very high.

Coming to the budget allocated to the Ministry of Civil Aviation, it is just Rs. 10,000 crore which is very little because civil aviation sector is a growing sector in this world and also a priority sector. Out of Rs. 10,000 crore, almost Rs. 8,000 and odd crore are going to Air India's expenses and only just Rs. 1,400 crore are left over for meeting rest of the expenses. Out of that, how will the Ministry be able to improve the infrastructure and build new airports in this country? That is my question.

Sir, UDAN is a very good scheme which is connecting tier-2 and tier-3 cities of this country and even helping the common man to travel in the aircraft. For this scheme, the allocated funds are only Rs. 600 crore which is a very little amount. I think, more funds should be allocated to the UDAN scheme and more funds should be allocated for the purpose of improving infrastructure of

the present airports and building new airports in tier-2 and tier-3 cities which are required. So, more funds should be allocated to the Ministry of Civil Aviation.

Coming to Andhra Pradesh, there are five operational airports in Andhra Pradesh at present after the bifurcation of the State. Out of these five airports, three are international airports at Tirupati, Vijayawada and Visakhapatnam. The airports at Kadapa and Rajahmundry are domestic airports.

Visakhapatnam airport is now operating from a Naval Base. So, for the last 10 to 15 years, it is becoming very congested. In addition, the facilities available there are very less. It is also difficult to carry out Naval operations. Before 2014, there was no night landing allowed for the civil or commercial flight operations at Visakhapatnam airport. Then, the then Chief Minister Shri Chandrababu Naidu thought of building a new airport at Bhogapuram. Nearly 2,700 acres of land has been acquired and only 35 acres of land has to be still handed over. Previously, Ashok Gajapathi Raju *garu* was the Civil Aviation Minister at that time and Chandrababu Naidu *garu* allotted that land. Also, NOCs were taken for handing over the land to the Airports Authority of India. After that, a concessionaire GMR was given the contract for constructing the airport, but until today, the construction of airport has not been started because the NOC has not been renewed after this delay. So, I would request the hon. Minister to give immediately the NOC for the Bhogapuram airport.

In my constituency, Vijayawada airport was built by the Britishers during the World War II. Before 2014, it was like a small bus stand and there was no facility at all. After that, with the initiative of Chandrababu Naidu *garu*, our then Chief Minister and party leader, and the then Civil Aviation Minister, Shri Ashok

Gajapathi Raju, we handed over 700 acres of land taken from the farmers to the airport. Previously, it was 550 acres and now it has become 250 acres. But after that, there was a change of Government. This land was taken through the Land Pooling Scheme, and an annuity should be paid to the farmers as per the agreement. The present Government is not able to pay the annuity. Also, a lot of cases are pending because the land is not allotted to the farmers in the Land Pooling Scheme. There are a lot of civil cases going on and the High Court stay is also there.

I request the hon. Minister to take initiative to clear all these cases, use his good office to request the State Government to clear the land issue, hand over the total land to the airport, and make the facilities available. Even though it is an international airport, at present it is not even having customs and immigration facilities.

So, I request the Minister to immediately hand over the total land to the airport and also make available facilities like immigration and food processing. It is an agri-rich zone. Therefore, facilities like food processing should be there. We are requesting that, that should be immediately done.

[Translation]

***DR. MANOJ RAJORIA (KARALI-DHAULPUR):** Now a days, the Ministry of Civil Aviation has great importance. Whether it is the sector of tourism, development, trade and industry, it has great importance in all these sectors.

The previous Governments did not pay enough attention to this area. Air services remained limited to a few cities.

It is the dream of our Hon'ble Prime Minister, Shri Narendra Modi Ji that even a common citizen of this country should be able to travel by air. It is also the dream of a common citizen. Earlier, a common citizen used to think that God knows, whether he/she will get a chance to travel by air or not. These were the feelings of a common citizen. But due to the vision and resolution of our Hon'ble Prime Minister, today even the citizens with *Hawai Chappal* can also think of traveling by air and they are traveling too. This common citizen's dream seems to become true. I would like to thank the Hon'ble Prime Minister for his vision and also congratulate him. After 70 years of independence, when this Government was formed in 2014, there were only 75 airstrips in our country. After the year 2014, when our Government was formed, this number has increased to 130 in these 7 years. This is a historic increase.

It has become possible under the Government of Hon'ble Prime Minister, Shri Narendra Modi Ji. I would like to thank and congratulate Hon'ble Minister of Civil Aviation, Shri Jyotiraditya Scindia, who is constantly striving to take this sector towards betterment.

During the last 2 years, despite the adverse circumstances arising out of COVID-19, Hon. Shri Narendra Modi ji is making efforts to expand the aviation sector.

Recently, when a fierce war was going on between Russia and Ukraine and about 20-22 thousand students of our country were stuck there, ammunition was raining everywhere. The Government, under the leadership of the Hon. Prime Minister, launched operation Ganga to evacuate the citizens of

our country and to bring them back to India from there. The more it is praised, the less it is. The manner in which all the students were brought back to India by air lifting this operation is being praised not only in India but in the whole world. We should be proud of the Government of India. It has been proved once again that *Modi hain to Mumkin hai*. I would like to congratulate all the airlines and all the employees who have worked day and night during this crisis to bring back the Indian students and citizens safely to India.

Our eminent Prime Minister, Shri Narendra Modi ji works shoulder to shoulder with 130 crore Indians in every crisis, be it small or big. This is the vision and resolution of our Hon. Prime Minister. This operation has instilled a belief in the heart of every Indian.

My Lok Sabha constituency is bordering the States of Uttar Pradesh and Madhya Pradesh. Agra in Uttar Pradesh and Gwalior in Madhya Pradesh are major metropolitan cities. Both the districts of my parliamentary constituency are famous for religious tourism. The world famous Mehandipur Balaji, Shri Mahavirji, Shri Kailadevi ji and Shri Radhamandanmohanji are in Karauli district and the famous Machkund Dham known as "*Tirthon Ka Bhanja*" is in Dhaulpur district. Along with this, there is also the world famous Ranthambore Wildlife Sanctuary located at Sawai Madhopur district adjacent to Karauli district. In view of all these major tourist places, it would be appropriate to develop an airport in Dhaulpur, my parliamentary constituency. This will boost tourism in my parliamentary constituency and surrounding areas including Agra.

[English]

***SHRI RAHUL RAMESH SHEWALE (MUMBAI SOUTH-CENTRAL):** Thanks for this opportunity to participate on the discussion on the Demands for Grants under the control of the Ministry of Civil Aviation.

At the outset I would appreciate the efforts put up by Hon'ble Minister of Civil Aviation Shri Jyotiraditya Scindia ji for evacuation of Indian students and citizens from War stricken Ukraine under Ganga Operation successfully and also helped evacuating some citizens of our neighbouring countries.

I would like to highlight of an important issue of Height Clearance for building's heights near Airports for which I have been writing to the Civil Aviation Ministry for long in connection with the Mumbai Airport. I have been suggesting regarding amendments in GSR 751 (E) guidelines for conducting Aeronautical Study in approach funnel beyond 3000 meters (which extends to 15 Km from Runway Strip) is not permitted. I would suggest that since entire area included in approach funnel is very huge, a blanket rule of 'no Aeronautical study in approach funnel' may not be required. I would highlight paragraph from Annexure 14/ Volume 1, Page 38 regarding construction of new objects or extension of existing ones. 'New objects or extensions of existing objects should not be permitted above approach surface beyond 300 meters, the conical surface or inner horizontal surface except when, after aeronautical study it is determined that object would not adversely affect the safety of operations of aero planes'. The previous paragraph allows Airport Authority of India to initiate a new object lying beyond 3000 meters in Approach Surface with an Aeronautical study which would include PANS OPS.

* Speech was laid on the Table.

If necessary, they should be revised taking into account the increased FSI allotted by Municipal Corporation. The above information leads us to conclude that current set of rules to establish permissible heights in the approach funnel and in IHS are not stringently following ICAO rules and need to be revised. Since enhanced height is very critical for the re-development projects in Mumbai, it is my request to Civil Aviation Minister to consider conducting of an Aeronautical Study beyond 3000 meters in the Approach Funnel in the revised GSR 751 (E) Guidelines.

As per answer to a question, in Lok Sabha, it is understood that the Ministry of Aviation, vide order dated 17.02.2021 had constituted a Committee under the Chairmanship of Air Chief (Rtd.) Fali S Major to examine aerodromes safeguarding policy and regulations vis-a-vis development of cities around airports. The Committee submitted its report to the Ministry on 09.12.2021.

Most of the procedural changes suggested by the Committee to bring more accuracy in the process of issuance of the No Objection Certificate to the structures/ buildings around the airports have been accepted by the Ministry. When the Ministry has accepted the recommendation, by the procedural changes will be implemented recommended by the said committee and pave the way to issuance No Objection Certificate in this connection?

In Mumbai Sixty-CBC acres of Mumbai airport land will be used for in-situ rehabilitation of airport slum dwellers eligible for free housing under the state's slum rehabilitation scheme.

Sources said the 65 acres will be used to rehabilitate 30,000 of the 80,000 slum households that today live on the nearly 200 acres of Mumbai

airport land. Of the 80,000 families, around 50% are eligible for free housing, the rest being unauthorised slum dwellers. The balance 10,000 eligible slum dwellers would be offered housing on the Premier plot at Vidyavihar where 17,000 tenements have already been constructed.

The land, spread over eight pockets between Agripada in Santa Cruz and the Cigarette factory in Chakala, Andheri East, was offered to Housing Development and Infrastructure Ltd., a real estate company that had constructed 17,000 tenements for Project Affected Persons (PAP) on the erstwhile Premier Automobile land at Vidyavihar. The land offered not for monetary benefits but as compensation for the PAP tenements. Slum from Kurla and Saki Naka which are closest to the place are to be rehabilitated here. These slums are in the aeronautical zone and have been identified as a high security risk.

However, the government will need to provide housing to all slum dwellers within 3 kms of their present dwelling as per a 2007 national policy on relief and rehabilitation.

Another most necessary need is to introduce air taxi services all over the international/national airports which will boost the economy of airline sector and help to control pollution spread by traffic on the roads.

The Air India is now privatized and sold to Tata company. In this connection, I would submit that the promotions and service interests of the employees of reserved categories, i.e., SC/ST/OBC are on the stake. The Tata company may not follow the reservation policy of Government of India. The Ministry should take up this matter with Tata to safeguard the

reservations/promotional interests and other service benefits to be regulated as per erstwhile Air India/Government of India norms.

It is learnt that the Tata company has withdrew the medical facilities from the employees and retired persons which they were getting from erstwhile Air India. At least the retired and the present employees who are working from many years may be restored the medical facilities which they were getting previously. The Government should persuade this matter with Tata to restore medical facilities to all retired and present employees of Air India. They may frame new rules for future employees.

There are so many natural calamities, like cyclone, floods and other disasters occurred in the country. The most affected population is of coastal and hills areas. Thousands of people ruined with their houses and belongings. My suggestion in this regard is that the international/domestic air fare for those affected people may be awarded concession, so that they may afford to go their native places for safe living.

Therefore, I sum up with the request to Hon'ble Minister of Civil Aviation to consider my views and suggestions for the benefit of the common people.

Thank you so much.

SHRIMATI HEMAMALINI (MATHURA): First and foremost, I would like to congratulate our hon. Prime Minister and respected Civil Aviation Minister for successfully bringing back all the students from Ukraine. It is a great job done by the Government of India.

I would like to raise an issue which has been pending for a very long time. I would like to draw the attention of our respected Civil Aviation Minister towards undue delay in setting up and making greenfield air freight station

operational. For easing the process and bringing efficiency in the air cargo industry, the air freight station policy was introduced by the Government of India on October 28th, 2014. The objective of setting up air freight station was to strengthen air cargo logistics infrastructure in the country and create an enabling environment for promoting international air cargo operations by reaching out to hinterland regions of the country, besides decongesting air cargo terminals. Air freight stations were supposed to be an extension of the airport or of terminal facility where all import facilities should be completed without hassles for cargo transport. But unfortunately, no air freight station is operational in the country till date, except the one in Chennai which was established before the policy was introduced in 2014.

Indian air cargo sector throws innumerable opportunities and may well play a significant role in Make in India mission, and also making India a USD 5 trillion economy. However, for ensuring smooth flow of air cargo and full growth of country's air cargo sector, it is critical to strengthen the value proposition of air cargo and driving efficiency through global standards where greenfield air freight stations can be the game changer. Any further delay in resolving the issue of setting up and making greenfield air freight stations operational would be disastrous not only for country's air cargo sector but also dishearten Make in India mission and also making India a USD 5 trillion economy.

So, therefore, I request the Minister to look into the matter and do the needful for earliest implementation of the air freight station policy introduced some years ago.

SHRI M. K. RAGHAVAN (KOZHIKODE): Sir, at the outset, I wish to congratulate our hon. Minister of Civil Aviation, Shri Jyotiraditya Scindia and

hon. Minister for State, Shri V. K. Singh for their hard efforts to bring back the students from Ukraine. The success of Operation Ganga largely owes to the efforts of effective coordination and dynamism exhibited by the hon. Ministers.

Secondly, I would like to mention about the intervention to resolve the issues regarding Kozhikode International Airport. The hon. Minister, Shri Jyotiraditya Scindia's prompt action has ensured that the length of runway at Kozhikode International Airport will not be curtailed. On behalf of the entire citizens of Kozhikode and people of Kerala, we thank you, Sir.

Airline sector in the country is expanding. After the air travel opened up, we have a large number of young pilots coming out of institutes. But we need more senior pilots for commanding the aircraft. At present, the pilots are to retire at 60 years of age. According to WHO, life span has increased. The Government has started increasing the retirement age in selected services. The Pilots being a specialised category, I think the Government should have a relook to increase the retirement age of Pilots from 60 years to 65 years.

The Government of India is selling all the properties to private players. The pride of the nation, Air India, has already been sold to a private player. I would like to know from the hon. Minister what is the future of Air India employees.

Since hon. Minister is here, I wish to make some humble requests. These are not very big requests, but very small ones that can be done with the stroke of a pen. First and the foremost is the landing of wide-bodied aircraft at Kozhikode International Airport. This is much needed for the people of the region considering the large number of commuters on a regular basis to Middle East countries. The permission for wide-bodied aircraft landing at Kozhikode

has been pending for some time. This permission does not incur any expenditure from the Government of India, but the revenue this decision may generate is enormous. Considering the economic benefits of the decision, I request the Government to kindly give permission for the same.

My next request is for the extension of Runway End Safety Area and runway at Kozhikode international airport. I request you to allocate funds for the same. This runway should have 3,400 metre length to meet operational needs.

Thirdly, we request you to provide funds for development of aprons for parking. It is felt that sufficient land is needed for further development. The Ministry had held one meeting with the MPs and the Government of Kerala a few years back. The outcome is still unknown. I request that a fresh meeting may be organized under the Chairmanship of the hon. Minister to overcome the problem areas.

Lastly, we request you to create more connectivity to and from Kozhikode international airport to Far East countries, and also to bring our airport under the UDAN scheme of the Government.

Sir, we are not insisting upon a lion's share from the capital expenditure allotted for civil aviation sector, but very meagre amounts only. This will help us develop Kozhikode airport and restore its old glory. ... (*Interruptions*). I am concluding my speech in one minute.

Civil aviation sector is the backbone of the Indian economy. Everyday lakhs of Indians travel airborne, but one of the major issues concerning the flyers is the exorbitant increase in airfare at a short notice. Dynamic pricing

formula does not benefit anyone except the airlines. Some reasonable restrictions have to be brought to control this.

By requesting action on all the points above, I conclude my speech.

***DR. D. RAVIKUMAR (VILUPPURAM):** Hon. Chairman Sir, Vanakkam.

In the first instance, I congratulate and thank the Hon. Chief Minister of Tamil Nadu who made special efforts to bring back the students stranded in Ukraine to Tamil Nadu as his efforts to hand over them safely back to their parents were so extraordinary in comparison with the efforts of other States of the country. I also congratulate and thank the Union Minister for Civil Aviation for his support in rescuing our students.

We have the National Civil Aviation Policy in India. This Government announced the objectives of the Civil Aviation policy which included encouraging air travel even in the routes which are not profitable and to make flying possible at affordable and reasonable prices. But these objectives have not been fulfilled till date. I urge that the Government should act in an efficient manner to achieve all the objectives of the National Civil Aviation Policy.

As regards Tamil Nadu, there are courses in colleges and universities to teach civil aviation. But there is no university to impart full-fledged education on this subject. The previous UPA Government created a National Civil Aviation University in Uttar Pradesh. I urge the Union Government to start a National Aviation University in Tamil Nadu.

I represent Viluppuram Parliamentary Constituency. A runway set up during World War-II at Ulundurpet in my constituency is still in good condition. I

* English translation of the speech originally delivered in Tamil.

have requested time and again to set up an airport in this place. Even if it is not commercially viable to start an airport at Ulundurpet, I urge upon this Government to at least set up a training centre by making use of this run way land has to be acquired from Tamil Nadu for the extension of the airport set up at Puducherry in the border of Viluppuram. The Puducherry Government has no funds to acquire land for the extension of the airport by paying a price to Tamil Nadu. The Union Government, as a special case, should allot funds for helping Puducherry to procure land for its airport extension.

The Auroville ashram in Puducherry is world famous. Puducherry is itself developing as a major tourist centre attracting tourists from all over the world. I therefore request for allocating funds for extension of Puducherry airport which will help in developing Puducherry as a major tourist destination attracting tourists from abroad to Auroville besides ensuring industrial development of that area.

Thank you.

SHRIMATI APARUPA PODDAR (ARAMBAGH): Thank you, Sir, for giving me an opportunity to speak on the Demand for Grants of the Ministry of Civil Aviation.

[Translation]

Sir, before making my point, I would like to place some observations that I have made. When I looked at the budget of this ministry, I wondered whether there is actually a ministry called Civil Aviation or not, because in the year 2021-22, this ministry got Rs 3,224 crore, out of which Rs 2,268 crore was given to Air India Assets Holding Ltd.. This has increased to Rs 72,652 crore in the Revised Estimate 2021-22 and this is mainly because Rs 4,500 crore was

given as loan to Air India and Rs 62,000 crore was given to equity infusion in Air India Assets Holding Limited.

If I talk about the budget 2022-23, Rs 10,667 crore has been allocated to the ministry, out of which Rs 9,259.91 crore are again given to Air India Assets Holding Limited. This means that 85 percent of the budget allocated to this Ministry has gone to Air India only. Was this ...* Government bent on selling this Air India in the Great Indian Sale? We strongly oppose this privatization.

[English]

There have been several demands on the taxation front by the aviation industry, which include introduction of measures targeted by augmenting the liquidity of airlines and airport operators, such as lowering of taxes on air turbine fuel and reduction of 18 per cent minimum alternate tax, and an increase in the threshold of the amount that can be spent by a passenger in duty-free shops. Expenditure on air turbine fuel accounts for approximately 25 to 40 per cent of the operational costs of the airlines, and therefore, a reduction or waiver of taxes is desirable.

In order to equip the stakeholders with adequate working capital, the Government could also consider announcing a reduction in the rate of interest on working capital lines being provided to airlines and airport operators or make necessary adjustments in the Emergency Credit Line Guarantee Scheme to ensure ready availability of working capital without jeopardising the exposures of the lending institutions.

* Not recorded.

Aero sport is one of the adventure sports which has gained popularity among the youth worldwide and in India as well. India with its breath-taking views of the mountains, sea beaches and the countryside, has a great potential for aero sport. It can act as a boost for adventure tourism in the country. But the Ministry has made a mere token allocation of Rs.1 crore for the development of aero sports. I would like to know from the Minister why has there been a lack of interest shown by the Ministry of Civil Aviation in this promising field.

Currently, cancellation charges are not regulated by the Government which has resulted in no uniformity in cancellation charges by different airlines, defying the logic that flights of different airlines on a particular sector have the same starting and destination points, and where the duration of the flight is also the same. I would request the Minister that there should be uniform cancellation charges across all airlines.

Lastly, I demand for an inquiry by the Directorate General of Civil Aviation on air turbulence encountered by plane carrying our hon. Chief Minister, Ms. Mamata Banerjee while returning from Varanasi. Had the route taken by the plane in which the Chief Minister returned to the city from Varanasi had been granted prior permission? Our Chief Minister got some back injury due to this turbulence and landing. Hence, I would request the Government that there should be a high-level probe by the DGCA covering all aspects from the aviation point of view. With these words, I conclude.

[Translation]

***SMT. GITABEN V. RATHVA (CHHOTA UDAIPUR):** With the UDAN scheme providing air travel facilities to the small cities, today, ordinary citizens are also able to utilise flight services. This is a matter of joy for all of us that today we have become the third largest domestic aviation market in the world.

Today, our country is unceasingly scaling the new heights of progress in every field under the leadership of Honourable Modi Ji. As we all know that the world's tallest Sardar Vallabhbhai Patel's "Statue of Unity" was unveiled in Kevadia Colony in 2018 which is a matter of pride for all of us. With its construction, this area has become a very famous tourist destination. Thousands of people from all over the world visit this place almost every day. Being the world's largest statue, it has become a tourist site.

But there is still no air services available here to facilitate swift transportation, due to which even today tourists visiting this place have to face great difficulties.

I would like to request the Honourable Minister to build an international airport here to ensure good transportation facilities so that the tourists from the other parts of India and abroad can land here. Apart from that, the people from my constituency will also get the benefit of air travel and the dream of our successful Prime Minister to enable the people wearing bathroom-slipper to travel by air will also get fulfilled.

I would like to inform the Honourable Minister that there is no flight from Vadodara to Delhi in the morning, due to which the passengers have to wait for

the half-day long. Therefore, I would like to request the Honourable Minister to start a direct flight from Vadodara to Delhi in the morning hours. Thank you.

[English]

SHRI LAVU SRIKRISHNA DEVARAYALU (NARASARAOPET): Sir, I thank the Minister on behalf of the students who have returned from Ukraine, safe and sound. It is a mammoth effort the Government has taken up.

I am here to make a very important intervention concerning Andhra Pradesh. I want the Civil Aviation Minister, through you, Sir, to take it up immediately. We have five airports in Andhra Pradesh; three of them being international airports – Tirupati, Vijayawada and Visakhapatnam. But this Government is all talking about UDAN Scheme and implementation of the same in the last few years. Unfortunately, from Andhra Pradesh, none of these three international airports – they are for namesake – is connected even to the major cities of the country. Every other State in this country, except the North Eastern States, is connected to all the other capital cities of different States but unfortunately only from Andhra Pradesh, there are no connecting flights. For example, Tirupati, a very important pilgrimage place; every day lakhs of people visit Tirupati but unfortunately there is not even a single direct flight from Delhi. It goes via Hyderabad.

HON. CHAIRPERSON: Are you demanding a direct flight?

SHRI LAVU SRIKRISHNA DEVARAYALU: Yes, Sir, but a direct flight not only to Delhi but also to other major cities like Mumbai and Kolkata. Same problem is there with the Visakhapatnam which is a major tourist place but it is not connected to all the capitals of this country. Vijayawada which is very much a business centre is still not connected to Mumbai. These are the three major

airports. Even in the States which have less per capita income than that of us, leave out the North-eastern States, at least, one airport is connected to all the capital cities of the other States. But, unfortunately, in Andhra Pradesh, none of the airports is connected to any of the major capital cities in India. So, I want the Civil Aviation Ministry to look into it and make sure that this UDAN scheme is implemented properly so that the State is developed. The State will develop only when the road, rail and air connectivity are up to the mark.

***ADV. DEAN KURIAKOSE (IDUKKI):** The aviation industry of India is going through an important phase. Not just the COVID-19, the policy induced recession, and misplaced regulatory environment has constrained the growth of aviation industry in the country.

Just a decade ago, the industry was looking up, with multiple players competing and driving down the prices. But now, most of them have folded down and the air travel remains elusive to the masses.

In many ways, the Civil Aviation Policy has spill over effects in the larger economy. As we see in the example of developed nations, seamless air connectivity improves economic growth as well as cultural integration of our people.

The failure to develop airports in remote areas as well as rural regions must be addressed by the Ministry. Also, I would like to raise the issues from Kerala with regard to civil aviation.

The Kozhikode airport was constructed with an aim to provide cheap connectivity to people from the Malabar region. This airport is suffering from neglect from the Government and is being tried to be sold off.

The failure to start a new airport in Sabarimala and the needless haste to privatize other airports is also a case in point.

The loss of a national career was felt when we had to evacuate our students stranded in Ukraine. Hence, it all proves the failure of the Ministry.

On this account, I would like to move for a token cut to censure the Ministry and nudge it towards performing better.

***SHRI M. SELVARAJ (NAGAPATTINAM):** A Tamil song goes like this: “Looking at birds, man developed aircraft; hearing the echo, he invented radio.” I wish to state that Tamil Nadu, Tamil language and Tamil culture are glowing examples for the world to emulate.

When Indian students in Ukraine raised an alarm to save them, the hon. Chief Minister of Tamil Nadu Thalpathi Thiru M.K. Stalin had set up a war room which functioned round the clock. The hon. Chief Minister also wrote a letter to the Union Government to safely rescue Indian students from Ukraine. I should mention that Thalpathi Thiru M.K. Stalin was instrumental in making the Union Government act swiftly in this regard.

Even though you rescued our students through Operation Ganga, the Government of India now is not owning a single aircraft for public transport. This Government has sold Air India to a private player. This Government has therefore rolled out a red carpet to welcome private players in the aviation

* English translation of the speech originally delivered in Tamil.

sector. I wish to condemn this act of privatisation by the Government. Earlier when Indians stranded in Afghanistan wanted help to return to India, they were rescued through Air India flights. To carry out the rescue operations in different situations, the Government of India needs a set-up which can help in such operations.

Thousands of students are studying in the Aeronautical Institute located in Bangalore. This House should be informed whether the students who study in this Institute are getting placements in private companies. This House should be informed whether social justice is followed in such placements or not.

There is an international terminal at Trichy. Although we have direct flights from Trichy to Singapore and Dubai, there is no direct flight service from Trichy to Delhi. Several MPs met the Union Minister for Civil Aviation and demanded operating direct flights from Trichy to Delhi. This is still pending. I have also written to the hon. Minister for Civil Aviation.

In my Nagapattinam Parliamentary Constituency, there is a Central University at Tiruvarur. ONGC, CPCL and a Naval base are also situated in my constituency. They have to go to either Chennai or Trichy for air connectivity. I had already requested for an airport at Nagapattinam. I had written in this regard as well.

Setting up of an airport at Nagapattinam is very much necessary. I urge upon the Government to take steps for setting up an airport at Nagapattinam. The extension of the Puducherry airport is also a must for development of this area benefitting the people who live along the coastline. I urge that adequate

funds should be allocated for making the second air terminal at Chennai operational.

Thank you for this opportunity.

18.00 hrs

HON. CHAIRPERSON: Hon. Members, if the House agrees, the time for discussion may be extended by one hour.

SEVERAL HON. MEMBERS: Yes.

***DR. THOL THIRUMAAVALAVAN (CHIDAMBARAM):** Hon Chiarman Sir, Vanakkam. Thank you for this opportunity to speak on Demands for Grants pertaining to Civil Aviation Ministry. It is a matter of solace and happiness that Indians students stranded in Ukraine have been rescued safely. In this regard I express my heartfelt thanks and wishes to the Union Government. But at the same time, the future of medical students, who left their studies in the middle and came to India, has become a big question mark. The Union Government of India should help these students in continuing their studies. I am duty bound to say that these students should be allowed to continue their studies without any break. I should say it is a complete betrayal that you have sold the national carrier to a private player by way of privatisation. You have betrayed the people of our country. Due to this, the Corporate companies are benefited as they earn profit in immeasurable quantities. Land acquisition and the extension activities of the airport are carried out by the Airports Authority of India. These are all done with the tax amount collected from general public. But who is benefited? The private players and the private air carriers. These activities are

* English translation of the speech originally delivered in Tamil.

carried out to benefit the private airline operators. The taxpayers money is utilized to build up infrastructure making these private players earn profit in crores. This is totally contradicting. Therefore the efforts for privatisation should be given up by this Government. I urge that the Air travel services given to the private company should be taken back by the Government. Like the road transport and waterways, air transport is also very much necessary for the development of a country. In order to strengthen the air services, people should travel in large numbers through this mode of transport. The general public should be able to fly at affordable price. The price should be fixed. There should be a criterion in fixing this price. The amount spent for travel to reach a particular distance is fixed in the road transport sector. But there is no price control in airline industry. You have to pay a particular price if you book two days prior to air travel. It is different when you book a day before. When you book for morning travel you have a different price. And if you travel during evening time, the price is completely different in the same flight. If you want to fly from Delhi to Chennai the cost of the ticket will be Rs 3000 on a particular day. The very next day it goes up to Rs 30000. What is the yardstick used for fixing this price of air travel? This should be clarified. As a result the air travel has become unimaginable for the ordinary civilians of the society. They can follow such a procedure in the Business as well as First Class. But a specific number of seats should be allocated for civilians as well. I urge that there should be an yardstick in fixing the price of air travel. Neyveli, with NLC as a PSU, is an important town in Cuddalore district. License has been issued for setting up an airport in Neyveli. But the work in this regard has not yet started. I urge that this should be looked into. Towns away from Chennai beyond a

distance of 200 kms should be linked with Chennai through air connectivity. I therefore request that airports should be set up in major towns like Nagappattinam, Kanniyakumari and Theni.

***SHRI C.N. ANNADURAI (TIRUVANNAMALAI):** I wish to draw kind attention of hon. Minister of Civil Aviation towards the need for laying out Air Network in Tamil Nadu with state of art infrastructure and also facilitating increased frequency of national and international flights. There is an urgent need to establish an International Airport in Tiruvannmalai which is famous for Arunachaleshwar (Lord Shiva) Temple. Around 1-1.5 lakhs pilgrims visit the said temple every day. Further, 15 to 20 lakhs pilgrims from India and abroad congregate in Tiruvannmalai for Parikrama (Girivallam-14.5 Kms) around holy hill of Arunachaleshwar every full moon day. The Annual Kartikeyei Deepam Festival attracts more than 35 lakhs of pilgrims including NRIs and foreigners to this place. Therefore, Tiruvannmalai needs to be integrated on spoke and hub model air network, integrating national and international religious place to enable the pilgrims to move around global religious places. Needless to say, India, being a signatory to Chicago Convention, is required to ensure international standards of safety requirements for civil aviation. High Density TOF Camera sensor may be fitted with all aircrafts for smooth landing and take- off during foggy season. I would like to add words of caution to the Government to have a regulated Air Echo System to monitor the profit propensity & monopoly of the private airlines and to enable the common masses to avail the air means of transportation & communication. Thank you.

[Translation]

SHRI HANUMAN BENIWAL (NAGAUR): Honourable Chairperson Sir, today the Demands for Grants of the Ministry of Civil Aviation are being discussed in the House. Honourable Members of Parliament have expressed their views in the House.

Sir, presently the war between Ukraine and Russia is going on. While raising the issue of charging double the fare by Air India to the students coming from Ukraine, I would like to request the Honourable Minister that the responsibility of the company should be fixed in this regard. While on the one hand, the Government talks of bringing back the students stranded in Ukraine with utmost care and on the other hand, airlines were exploiting the students during the disaster. The airlines refunded the fare only after we raised this issue. The Minister should get this matter investigated as at whose behest double fare was charged from the stranded students.

It is true that due to the lack of effective communication at every level, myopic approach of the company management, lack of skilled leadership, weak management, inadequate risk management, lack of experience and lack of training of managers, neglect of employees, ignoring the needs of passengers, etc. airlines are not able to succeed. The Honourable Minister need to address these issue also.

Sir, the Government needs to overhaul the aviation policy in order to strengthen the aviation sector. Nothing can be achieved without long term structural reforms in the aviation sector. For this, it is necessary for the Government, the Ministry of Civil Aviation, Banks and DGCA to initiate such measures so that the airlines can be taken out of the vicious cycle of losses.

Sir, the privatisation of airports has raised doubts among the citizens of the country as to how many of the existing posts will be abolished in the Ministry of Civil Aviation? What will the impact of such layoffs on the Government jobs in future in the aviation sector? How many posts will be abolished? The honourable Minister must explain this.

Sir, from 2012 to 2019, the level of Carbon Dioxide emission by the scheduled Indian passenger airlines for domestic destinations increased from 6135 tonnes to 11843 tonnes and for international destinations it increased from 5425 tonnes to 7057 tonnes. In the year 2020 this figure reduced due to decrease in the number of flights because of Corona, but the Government will have to initiate additional measures to address this issue.

Sir, if there is a policy to encourage private sector companies to make the aviation sector competitive and provide better services, then why do the private airlines incur losses and ultimately shuts down their operation? I hope the honourable Minister will respond to this question and present the government's side so that the people of the country can know about it.

Sir, the Honourable Minister should also explain how much budget has been allocated to the Bureau of Civil Aviation Security during the last five years? How many employments have been generated in this Bureau? Has any significant job been performed by this Bureau for the Ministry? Today, the reducing number of ATC officers in the country has become a matter of concern. I suggest that every year ATC officers retire from the Indian Air Force, we can cater to the shortage of ATC officers to a greater extent by reemploying them in civil aviation sector.

Sir, the Ministry of Civil Aviation launched the Regional Connectivity Scheme 'UDAN' on 21.10.2016 to encourage regional air connectivity and to make air travel affordable to the public. That is a good thing. I demand that the fares should be reduced so that the dream of the poorest of the poor people of the country to travel by air can get fulfilled. This will also fulfill your envisaged goal of enable a person wearing slippers to travel in an aeroplane.

Sir, the Honourable Minister should take steps to bring down the prices of food items at the airports. A regular Air services should be started from Jaipur to Jodhpur and Jaipur to Bikaner to improve connectivity. Both Jodhpur and Bikaner are religiously important places. There are only one or two flights from Delhi to Jodhpur and Bikaner which causes inflated flight charges. I demand that the number of flights from Jaipur should be increased.

Sir, I would like to request for the setting up of multi-skill development centres in Rajasthan on the lines of Chandigarh and Mumbai. A plan should be formulated towards starting flight services from Nagaur district headquarters. The number of flights from Bikaner and Jodhpur airports to Delhi and other major cities of the country should be increased. International flight services should also be started from the airports of Bikaner and Jodhpur. I would also like to draw the attention of the Minister towards increasing the frequency of international flights from Jaipur.

I would like to ask through you whether the Government has issued any specific guidelines to ensure the social and economic security of the personnel working at the privatized airports? The honourable Minister must reply this question.

Hon. Chairperson, Sir, measures should be taken towards resuming the international flight services from Jaipur which were discontinued due to Corona. Flight services from Kishangarh airport of Ajmer district to Delhi and other major places of the country should be expanded.

Appropriate steps should be taken to develop air cargo and logistics sector in Rajasthan also. Concrete provisions should be made to ensure social security and welfare of the employees of privatized airports. Attention should also be paid towards protecting the economic interests of engineers, air hostesses and other employees of private airlines.

Hon. Chairperson Sir, I would like to mention that recently, a huge reserves of oil has been found in Barmer and there are good number of industries in many places of Rajasthan, but due to lack of air services, not everyone is able to reach there.

Chairperson Sir, I would like to make a request. I complained about this to the Hon. Minister in December-January. Air India flight was destined to Jaipur. One Minister and I were also on the flight. The airplane came on the runway and after that, it keep moving around for 40 minutes. Later, it was announced that the flight will not go to Jaipur now. Then, I talked to the Hon. Minister. But, the Hon. Minister said that he had taken action. Still, I do not know what the action he had taken. A flight is checked before it reaches the runway. It was a grave mistake. One Minister was with me on that flight. We had to attend various programmes. Airplanes are to help people arrive on time. If it keeps on going, how will someone reach one's destination on time? Because, sometimes a person has to reach somewhere urgently.

When the Hon. Minister replies, please let us know in his answer who was to made accountable for the said mistake of Air India and what inquiry was conducted in this regard.

Chairperson Sir, I will congratulate Shri Nishikant Dubey Ji who has demanded the Jain circuit. This demand is being made continuously in the country. Other Members were also making the same demand. Gadkari Ji announced this. I would like to congratulate Nishikant Ji, the whole Jain community and all the MPs who were concerned to make the Jain circuit. I congratulate all of you. Thank you.

***SHRI RAMCHARAN BOHRA (JAIPUR):** There is an international airport in my Parliamentary Constituency, Jaipur. This airport is currently operated by the Adani Group. Jaipur Airport ranks number 12 in-flight operation. Air traffic has been rising since the end of Corona period. Jaipur airport is too small to handle the increasing air traffic. There is a need to make a new airport. I request a scheme to set up a new airport for Jaipur and Jaipur NCR.

Jaipur is the capital city of the State as well as a tourist destination. The starting of domestic flight service to other cities in the country will increase the connectivity with the other cities.

I request for the beautification of the Jaipur airport along with the development of the green terminal there by displaying artworks depicting Rajasthani culture on the walls inside and outside the airport so as to promote Indian culture.

Thank you.

SHRI (PROF.) KIRIT PREMJBHAI SOLANKI (AHMEDABAD WEST): Hon. Chairperson Sir, I thank you for giving me the opportunity to speak on the Demands for Grants of the Ministry of Civil Aviation for the year 2022-23.

I rise to speak in support of the Demands for Grants. First of all, I congratulate the most popular leader of the world and the renowned Prime Minister of our country, Shri Narendra Modi and our able Minister Shri Jyotiraditya Scindia and General Sahab. When the war started between Ukraine and Russia, more than 20,000 students were stranded in Ukraine. They were feeling insecure. The Government under the leadership of Shri Narendra Modi brought these students safely back to India. I am giving special congratulations because when big countries were not bringing their citizens, including students back to their country and left them to their fate, our Ministry brought back our citizens. A large number of medical students were stranded there. I express my gratitude towards the Government and to the Hon. Prime Minister.

Once again, I congratulate the Government for the foreign policy of the Hon. Prime Minister of the country as he used his contacts with the big leaders, Presidents and Prime Ministers to bring the citizens back to India when many countries were panicking.

I am an MP from Ahmedabad. This is my third term. Ahmedabad Airport was named after Sardar Vallabh bhai Patel who has done great work for the unity of India. I am indebted to the Hon. Narendra Modi for the development of Ahmedabad Airport. The airport is well-developed and many people commute from there. I am Gujarati and Gujarati people are settled all over the world. Be it America, Canada, New Zealand, Australia or Gulf countries, Gujaratis are

settled in all the countries. Gujarati people had gone to various countries for business many time ago. Gujaratis are greatly benefited because of the international airport in Ahmedabad. In the Charotar region of Anand district, there is an NRI in every house. So, the airport makes it easier for the NRI people to travel.

I express my special gratitude to the Honorable Narendra Modi ji's government for starting a direct flight from Ahmedabad to London on my advice. But that flight does not operate daily, maybe it operate on alternate days. Therefore, it is my request to the government that the flight should be operated daily. As far as America is concerned, there are many Gujarati people living in America. There is no direct flight from Gujarat to the USA.

People have to come to Delhi to reach or depart from Ahmedabad. It is my request to the Government to start a direct flight from Ahmedabad to New York. I can surely say that it will have viability. I request you to start a flight also to London as the seats in current flight remain fully occupied.

Flights should be started from Ahmedabad to Diu, Jaisalmer, Shirdi and Tirupathi Balaji under the 'UDAN scheme' as many people go to these places and they have to travel by rail or road to these places. It will be more convenient for them. These flights will be viable. Today, many students of Gujarat are living in Australia. Therefore, a flight should be operated from Ahmedabad to Melbourne. Nowadays, many students from Gujarat and other parts of the country go to Canada. People go there to take PR. Therefore, they play an important role in Gujarat. Therefore, through you, it is my request to the Government that a flight should be operated from Ahmedabad to Toronto (Canada).

Surat city is near Ahmedabad, when Hon. Minister Sh. Jyotiraditya Scindia Ji arrived there, then he introduced flights under the 'UDAN' scheme and invited me to attend the same programme. For this, I would like to congratulate him especially. Surat is a very developed city, I would like to express special gratitude to the Hon. Minister that his Ministry and the Government of India have given several connectivity flights to Surat. Mumbai International Airport is highly overloaded. My demand to the Government is that if some flights are diverted to Surat, then the load of Mumbai Airport will also get reduced and Surat will gain larger recognition as well.

Sir, Sayajirao Gaekwad had sent Babsaheb Ambedkar Ji to abroad by providing scholarship to him and later after returning here, Babasaheb Ambedkar Ji had drafted the constitution of this country. It is a historic city, its Airport should be transformed as an International Airport and that Airport should be renamed as Sayajirao Gaekwad International Airport, I demand this from the Hon. Minister. A direct flight should be introduced from Vadodara to the Gulf country that is Dubai, I also demand this from the Hon. Minister.

The Government led by Hon.PM Narendra Modi Ji has brought the 'UDAN' scheme. I know that when people used to go on their journey by taking flight, then the poor people in particular used to watch them in awe. They used to think it impossible for the common man to take flight for their journey. Today, the 'UDAN' scheme which is launched by the Government led by Hon.PM Narendra Modi Ji, even a common person with '*Hawai chappal*' can travel by airplane by spending some meagre amount. For this, I would like to congratulate the Government a lot. I would like to express my gratitude to you

for introducing flights from Ahmedabad and various cities of Gujarat. I would like to conclude my speech by telling one more thing.

The Government of India is developing various new Airports at the cost of 25 thousand crore rupees and developing those Airports. There is a place in Gujarat by the name of Patan. I come from there. I am a native of Patan. I had urged the Hon. Minister that an Airport should be developed at Patan. Patan is a historic city. There is a Rani ki Vav at Patan where 1000 years ago ,the Veer Meghmaya had sacrificed his life at the time of drought for providing water . There is a Sahastraling Talav at that place. Modhera Sun Temple is there. There is a Toran in Prime Minister's Village at Vadnagar . Rudra Mahalay Temple is there at Siddhapur. Ambaji Shaktipith is there. Bahuchar Ma Shakti Peeth Temple is there. There is Shankheshwar Jain temple. Therefore, if an Airport is built at Patan, then it will be of great use. A huge Tourism circuit will be developed there. That circuit is near International Border between India & Pakistan. If any kind of sensitive time comes, then this Airport will of great use.

Hon. Chairperson Sir, you gave me time to speak, for that I would like to thank you wholeheartedly.

***SHRI NIHAL CHAND CHOUHAN (GANGANAGAR):** I will lay my speech before the House by supporting the Demands for Grants of the Ministry of Civil Aviation.

Due to increasing competition between the domestic airline companies, India has retained the status of the fastest growing civil aviation market for the fourth year in a row. In the report released by the International Air Transport

Association (IATA) in 2018, it has been said that India's domestic aviation market has achieved the fastest growth rate of 18.6 percent for the fourth consecutive year.

According to IATA, China has been the second country after India to achieve the highest growth rate of 11.7 percent in terms of flights. According to IATA, the main reason for the increase in domestic demand in both countries has been the increase in the number of flights between new cities by airlines along with better economic growth.

Today, India is making rapid progress in the civil aviation sector under the able leadership of the Honorable Prime Minister. Presently, airports are being developed in the small areas of the country and a man wearing '*Hawai Chappal*' is travelling by air. Our Central government is rapidly moving towards development in this direction.

I would like to draw the attention of the Union Civil Aviation Minister towards the problem related to my parliamentary constituency.

My parliamentary constituency, District Sriganganagar is a border district, which definitely needs to be connected by air. The distance from here to the capital of the state and the capital of the country is about 500 kms.

There is an airstrip in Sriganganagar's Lalgarh, where the air service was started in the past and which was started without the basic facilities for the passengers and the airstrip was not of standard level as well, and therefore the air service was discontinued from here.

This airport will also be of great importance from the point of view of security in this border area. Here the pre-built airstrip is of 1200 meters, which is in dire need of expansion. Along with this, other resources also need to be

mobilised. An airstrip of 2300 meters should be built, the state has recommended for the airstrip.

Therefore, I request the Central Government to connect my parliamentary constituency Sriganaganar by air, establish air traffic control system including technical facilities, airstrip and standard parameters at the airport to start air service under the UDAN scheme.

[English]

SHRI B. MANICKAM TAGORE (VIRUDHUNAGAR): Hon. Chairperson, Sir, thank you for giving me this opportunity to participate in the discussion on the Demands for Grants of the Ministry of Civil Aviation.

I stand here to oppose the sale of airports and Air India which directly would mean that no reservation policies will be followed in appointments in these two big erstwhile Public Sector Undertakings. The people belonging to the Scheduled Caste and Scheduled Tribe communities and the OBCs will not get jobs in these organisations which has been the agenda of the ... * from the very beginning. In the name of monetisation of airports, airports are being gifted to our ... ** trusted friend, Shri Adani. I hope, that the hon. Minister, Shri Scindia ji will not follow the model of his predecessors of giving gifts to the Adani group of industries. All the six airports, so far, have been given to the Adani group. Twenty-five airports are in the pipeline for monetisation before 2024. The procedure followed in the privatisation of airports is questionable. I would like to know if the hon. Minister will assure this House that his Ministry will not allow the Adani group to have monopoly in the monetisation of airport

* Not recorded.

** Expunged as ordered by the Chair.

programme. Reservation for candidates belonging to the Scheduled Castes and Scheduled Tribes cannot be implemented if the airports are going to be privatised and if Airports Authority of India is sold to the Adani group. Creating a monopoly will be a huge problem to handle in future. We are hearing of a concept called 'Buy one, get one' in respect of airports, which means that if one buys a profitable airport, then he will be getting another smaller airport as a gift. I would like the hon. Minister to clarify about the scheme that is being offered.

Sir, with regard to the Madurai airport, I met the hon. Minister. The Madurai airport has been a customs airport from the times of the UPA Government. We are waiting for an international status for that airport. It has been around nine years now that we have been waiting for the Madurai airport to get this status. I would like to request the hon. Minister to expedite the commencement of operation for Singapore – Madurai as well as Madurai – Kuala Lumpur routes. It needs speedy approval.

The night operations at the Madurai airport are affected because of shortage of CISF staff. I would like to request the hon. Minister to take up the matter with the hon. Home Minister and resolve the matter at the earliest. Lighting is a problem for landing of flights at night at the Thoothukudi airport. There is a delay on the part of the Airports Authority in installing the facilities at the airport for landing of aircraft at night. Therefore, I request the hon. Minister to look into this matter and resolve these issues at the Madurai and Thoothukudi airports at the earliest.

Thank you.

[Translation]

SHRI SHRINIWAS DADASAHEB PATIL (SATARA): Hon. Chairperson Sir, I am grateful to you for giving me this opportunity to speak. I went to Pune in 1957 for college education. Then the population of Pune was 3 lakhs and now its population is 35 lakhs and the population of the new city Pimpri Chinchwad has increased to 15 lakhs. There was an airport in 1957 as well. That airport was built in Pune then, but till date there has been no expansion in it. Pimpri Chinchwad is an industrial area. This is the city of Lokmanya Tilak. It is the city of Mahatma Jyotiba Phule and Savitribai Phule.

It is the cultural capital of Maharashtra and the country. We have been hearing that an airport will be built in it. An airport was proposed to be built near Purandar Haveli in the name of Chhatrapati Sambhaji Maharaj. Earlier, an airport was proposed to be built in Talegaon Chakan area. Since long, there is an airport in a small piece of land which is a military airport and due to that there are many restrictions. There are also problems for the arrival and departure of the flights. However, today I am happy that Hon. General Saheb, who has born in Pune, and our Hon. Minister of Civil Aviation, whose ancestral land is Kanherkhed, Koregaon, Satara, both are listening to my request. I would like to request that a big airport of civil aviation should be built there, which has now become an auto city and an IT city of Maharashtra. A city like Pune in India, which today has a population of over 6 million, has three cantonments – Pune Cantonment, Dehu Road Cantonment and Khadki Cantonment. There are two Municipal Corporations – Pune and Pimpri-Chinchwad and 11 Municipalities. It is the birthplace of Gnyaneshwar Maharaj and Sant Tukaram Maharaj, where people visit. It is my request that an airport should be built in Pune which is being talked about for 23 years. We all will be

happy if the airport is named after Chhatrapati Sambhaji Maharaj, who got martyred in that area. Hence, I wish that my request would be accepted by the two elders sitting here. I will be grateful to both of you if a new airport is built in Pune soon. Thank you.

[English]

DR. RAJDEEP ROY (SILCHAR): Sir, I thank you for allowing me to speak on the Demands for Grants of the Ministry of Civil Aviation. Let me put the record straight right away.

I have heard a few Opposition Members speak since morning. I have been patiently waiting and listening to them. They have been blind sighted to the achievements of the Ministry for the last few years. They are not looking into what the Ministry has done in the last seven to eight years. So, let me put the record straight by appreciating both the Ministers who are present here, namely, Shri Scindia and Shri V.K. Singh and the entire official team of the Ministry who have done excellently well in Operation Ganga whereby you have evacuated 22500 medical students from Ukraine, that too, free of cost in a span of only 40 days.

[Translation]

Hon. Chairperson Sir, about three million Indians were repatriated during the time of Covid under the Vande Bharat program. I express my best wishes to the officials and the Hon. Ministers for that too. The Ministry of Civil Aviation also launched another scheme - Lifeline Udan, during the Covid period. Covid vaccines were supplied through about 600 flights, by traveling about five lakh kilometers, in the whole world. I would like to congratulate the officials of the Ministry and the entire Government of India under the leadership of Hon'ble

Shri Narendra Modi ji for particularly the three programmes i.e. Operation Ganga, Vande Bharat and Lifeline Udaan. They have done such a good job.

[English]

Since morning, I have heard a word which has caught my attention, namely, gladiator. Our Prime Minister has been compared to a gladiator, *[Translation]* who existed in the Ancient Roman Empire, who used to take the field with a sword to fight. *[English]* And it has been used in a very derogatory manner but let me tell that the whole country is proud of a gladiator like Shri Narendra Modi ji who takes up the sword in the interest of the nation.

[Translation]

We are proud of the Hon. Prime Minister, who has worked like a gladiator to protect Indians, to bring 22 thousand 500 people from abroad, to bring three million people back home during the Covid and to supply Covid vaccines to various places.

Sir, I would like to submit what was there before and after the year 2014 in the Ministry of Civil Aviation. Sir, before the year 2014, there were about 92 airports. It's been eight years now, *[English]* we have made 62 new airports. All the airports are fully functional and we will be having 154 new airports in the coming four years out of which there will be 21 greenfield airports. *[Translation]* Sir, before the year 2014 there were 225 operational airports and today there are 1657 operational airports in India which has multiplied seven times in eight years.

Sir, I would like to bring one thing to your notice. *[English]* From January, 2015 to December, 2015, the civil aviation sector recorded a growth of 20.03 per cent which is the highest ever-recorded growth in the entire world in a

single financial year ... *(Interruptions)* *[Translation]* I have just started my speech, give me two minutes to speak.

[English]

From January, 2016 to December, 2016, this growth went up to 25.13 per cent which is also a world record yet to be defeated till 2022. Unfortunately, COVID-19 hit us. Despite this, we are seeing that there will be doubling of growth in every five years in the coming 15 years. Sir, we have the third largest domestic aviation industry in the whole world and the 9th largest international aviation industry in the whole world.

[Translation]

Everyone has talked about UDAN scheme; I would like to submit one thing about it, which no one has noticed that the distance of 250 kms is covered in 2500 rupees. If we go outside the Parliament and hire a taxi, hire a nice Innova, Rs.12 to 15 per kilometer is charged as fare ...*(Interruptions)* Sir, what I want to submit is not a repetition, please give me protection.

The fare of an Innova is Rs.12 to 15 per kilometer. Today *[English]* if you travel under UDAN, it will be around five rupees per kilometre. Can you imagine a situation where UDAN is giving you a flight service in just five rupees per kilometre? It is unthinkable in our country.

[Translation]

Sir, I would like to bring one thing to your notice that the National Civil Aviation Policy, 2016 *[English]* has done wonders. It has brought revolution in the civil aviation sector. What does it intend to do? It intends to take flying to the masses, increase the connectivity, increase the infrastructure, enhance the affordability for the flyers, promote the Ease of Doing Business, simplify the

procedures and, of course increase the public and private sector investment ...

(Interruptions) I have just two more points.

[Translation]

We have 21 green field projects coming up in four years, among which 40 new projects are under development. *[English]* Under the Vision of 2040 of the Ministry of Civil Aviation, 1 billion flyers *[Translation]* have been targeted. Hence, I would like to congratulate the Ministry for the work being done. I would like to conclude my speech by submitting one thing about my parliamentary constituency. I visited twice to the office of Hon'ble Minister, Shri Scindia ji and to his predecessor, Shri Hardeep Singh Puri ji.

[English]

Silchar happens to be located in the southern most tip of Assam. Silchar has got a very conducive environment. The existing airport is a domestic airport which was started during the time of the Second World War. It is catering to almost seven million people including the surrounding States. *[Translation]* there land acquisition has been completed. *[English]* Just a few days back, the Assam Government has passed the budget for building a new airport. My request to the hon. Minister is to consider setting up of Silchar Greenfield Airport at the earliest, if possible in this financial year.

SHRI ANTO ANTONY (PATHANAMTHITTA): Sir, as we are all aware, the number of air passengers is increasing every day in our country. So, there is demand for setting up of more airports.

The Government of Kerala has already given NOC for setting up a new airport at Erumeli and appointed an agency to conduct technical and feasibility studies. As per their advice, the Government of Kerala has submitted a

proposal to the Director-General, Civil Aviation to accord approval for the implementation of the project and is awaiting the decision.

Sir, the proposed airport is near Sabarimala, which is one of the largest pilgrim centres in the country. The devotees of Sabarimala are now depending on the different airports to reach Sabarimala. I would like to inform this august House that the Pathanamthitta District has the largest NRI population in the country. If this project is implemented, the people of four Districts, namely, Kottayam, Idukki, Alappuzha and Pathanamthitta will be benefited.

Sir, 33 per cent of air passengers from Kerala are from nearby areas of the proposed airport. Therefore, I would request the Government to grant necessary permission to set up the above airport.

Sir, the airline operators are exploiting the Non-Resident Indians especially those from the Gulf region, by charging exorbitant prices for air tickets. The Gulf region has one of the highest number of passengers travelling from Kerala. Most of these passengers are common men and very poor workers from Kerala. During the COVID pandemic, several thousand people returned to their native places especially from the Gulf region. Now, those who want to return to their workplace abroad are being charged even more than 10 times of the normal fares, by some airline operators.

18.37 hrs

(Shri Rajendra Agrawal *in the Chair*)

I would, therefore, request the Government to create a mechanism to control and fix the air fares so that the loot of airline operators can be stopped.

With these words, I conclude. Thank you.

[Translation]

***SHRI GANESH SINGH (SATNA):** I would like to express my views in support of the Demands for Grants of the Ministry of Civil Aviation. First of all, I would thank Hon. Prime Minister Shri Narendra Modi and the Hon. Minister Shri Jyotiraditya Scindia.

Under 'Operation Ganga', historic work has been done to bring 22500 Indian students from Ukraine back to the country. I appreciate the Government for the success of 'Operation Ganga'.

With the able guidance of the Hon. Prime Minister 100 airports has been identified under the UDAN scheme in the country which includes Maihar-Satna airport. The Hon. Prime Minister made "Hawai Chappals" wearing common man to dream traveling by air and words alone can't be enough to praise. Many big international airports are being set up in the country and some airports are also being expanded.

Satna is an industrial and tourist district and lakhs of people visit this place. Air flights are not being operated from at the airport whereas it is included in the domestic air flight service. Hon. Minister, I have demanded several times the operation of flights. The length of Satna Airport is more than 19 meters and the width is 45 meters. Most of the airport land has been encroached upon. There is a need to request the State to remove encroachment. Private flights are operating from Satna Airport. The airport does not has night landing facility. So, please, night landing facility should be made available at this airport.

[English]

DR. UMESH G. JADAV (GULBARGA): Mr. Chairman, Sir, I rise in support of the discussion on Demand for Grants pertaining to the Ministry of Civil Aviation.

[Translation]

First of all, I congratulate and thank the Hon. Prime Minister and Hon. Minister, Shri Jyotiraditya Scindia. One or two colleagues of mine said that we were not able to bring the people from Ukraine on time. I would also like to thank the Hon. Chief Minister, Shri Basavraj Bommai. *[English]* All 22,500 people were brought back to India. One dead body of a medical student was also brought from Ukraine yesterday, which was received by our Chief Minister of Karnataka. I wish to thank our hon. Chief Minister for this. The dead body was handed over to the parents. The parents, after receiving the dead body, in turn donated it to the medical college because it was the desire of the medico to serve the people. He cannot serve the country because he is not alive, but this way he is serving the country even after his death *[Translation]* His body was donated to the anatomy department. I thank the hon. Minister, Hon. Chief Minister, Shri Bommai Ji and the Minister of Medical Education, Dr. K. Sudhakar for offering all help. In Karnataka, the Government of Shri Bommai Ji is trying to provide free education to all. 10 students each in 60 colleges are also being given free education.

Yesterday, our MP delegates met the Hon. Prime Minister seeking help to be provided education to the said students. But, our Government took this step.

I am an MP from Kalaburagi-Gulbarga. The airport was inaugurated in November, 2019 which has been lying pending for ten-fifteen years. *[English]*

The Ministry of Civil Aviation supported us and we got about fifteen clearances – national and international, within four months *[Translation]* and Gulbarga airport was started. The runway of Gulbarga Airport is very long. Kalyana-Karnataka or Hyderabad, Karnataka is a very backward area. *[English]* It is a backward area.*[Translation]* We had to travel for 14 hours by bus or car to cover 700 kilometers to reach Bangalore headquarters but now, there are two flights from Gulbarga. One flight is of Alliance Air and the other is of Star Alliance. In both of the flights, there is 85 percent occupancy. It is the demand of the people here that both the flights which go to Gulbarga-Bangalore-Hindan, Delhi airport should be operated on daily basis. There are many requirements. We have been demanding for night-landing facility for two years but nothing happened. I demand night-landing at the place. I also demand the cargo facility. There is big scope for domestic and international cargo. Therefore, there should also be a cargo facility. There are connectivity issues also. Flights for Kalburgi-Mangalore-Mumbai, Kalburgi-Ahmedabad, Kalburgi-Chennai, Kalburgi-Varanasi, Kalburgi-Kishangarh and Kalburgi-Goa are also in demand.

There are a couple of sensitive issues in Gulberg. I would like to say to the Hon. Minister the 800 acres of land on which the airport is set up was given to the Government by the people belonging to the Scheduled Caste at a throw-away price- four or five lakh per acre. Today, the value of that land is two-three crore. The people who had been displaced because of the airport should be given preference in small jobs on contractual employment at the airport.

There were two temples of Banjara community inside the airport. One was dedicated to Sevalal Maharaj and the other to Mariyamma Devi. Without

any formality, those temples were demolished a day before the inauguration. People are very disturbed by this. I request the Government of Karnataka and the Government of India to provide an alternate place to build temples. Thank you.

HON. CHAIRPERSON: It is my request to all the Hon. Members to conclude one's speech in two minutes.

[English]

***SHRIMATI SUPRIYA SADANAND SULE (BARAMATI):** The contribution of the Civil Aviation Sector to our overall economic growth is truly commendable. From people to cargo, our airlines have made connecting and moving easier for all. To ensure that air travel comes as productive and accessible as possible, the schemes and budgetary allocation to the Civil Aviation Ministry are of prime importance.

On the topic of accessibility, one must look at the allocation vs the projected demand of the Ministry for the upcoming financial year. According to the Standing Committee report, there is a shortfall of Rs. 516 crores. While it has been stated that certain reductions in allocation (such as that towards AIAHL) are justified, the reduction of Rs. 101 crores towards the RCS Scheme allocation is unfortunate. This is because the RCS Scheme has helped make air travel more accessible and must continue to do so with the help of budgetary support from the Government. Although progress has been made in this regard, there is still a significant amount of work that is yet to be done, and it is a request that the budgetary allocations match these aspirations.

On allocations and expenditures, it must be noted that nearly 87% of the entire allocation was towards the AIAHL SPV, leaving just over 13% for the rest of the heads under the Civil Aviation Ministry. Airlines, much like the rest of the country, struggled immensely for the last two years owing to COVID19. In order to facilitate even and sustained growth, it is necessary to increase the allocations towards the Ministry. On the side of the Ministry's responsibility, it must ensure that all funds provided are spent productively. The Standing Committee noted that the actual expenditure of the." Ministry has always been lesser than the R.E. allocations from 2017-18 to 2020-21. Considering there is an immense number of schemes that the Ministry can utilize this money towards, it is a request that this is taken into consideration.

Research is one of the most important aspects of ensuring that schemes, policies, programmes and interventions come to fruition. Hence, the lack of any study or published blueprint regarding the advantages and disadvantages of Greenfield and Brownfield projects conducted by the Ministry is worrying. Even though the Ministry has notified a Greenfield Airport policy since 2008, the need for guidelines to expedite progress is of the utmost importance. As an example, though 21 airports had received "in-principle" approval of the Ministry, since notification of Greenfield Airport policy in 2008, only 8 airports have been operationalized. Releasing this blueprint, much like the NHAI did for Highways construction would greatly benefit the development of Greenfield and Brownfield Airports.

A majority of our Maintenance, Repair and Overhaul (MRO) services are carried out abroad from countries like Singapore, Malaysia, the Middle East, EU and USA etc. Their services turnover amount to approximately 85%, which

leaves only Rs.2300 crores, or 15% of India's civil MRO expense for the Indian MRO industry. According to the standing committee, MRO organizations play a major role in the economy of airline operations, and the MRO expenditure is only expected to grow further with the growth in the civil aviation sector. As such, it is necessary to develop and avail of MRO services from the Indian industry, in order to make us more Atmanirbhar as a nation. Not only does India have a large technical manpower base, but a move such as this would create more jobs, and simultaneously reduce employment while also reducing the outgo of avoidable foreign exchange. Hence, it is a request that the growth of the Indian MRO Industry is focused on.

On the topic of jobs, the Standing Committee showed that there is a large backlog of 708 vacancies in the post of ATCOs, that there has been no post creation at any level for ATCOs since 2017, and that the proposal for the creation of 340 additional posts of 27 ATCOs has been taken with OPE only recently. With the growth of the aviation sector, the demand for ATCO's will also naturally grow, and hence, it is a request that the creation of necessary manpower be addressed to ensure that our future airports do not suffer a shortage of manpower. Another aspect of manpower that must be addressed is the growing requirement of skilled manpower, pilots, which according to the Ministry is an estimated 1000 pilots per annum. Apart from commercial pilots and aircraft engineers, there are also plenty of non-technical jobs that can be created to employ our youth. In that regard, it is necessary to look at not only job creation but also the setting up of training institutes.

Overall, the Civil Aviation sector holds immense potential for connectivity, for affordability, for job creation, and for overall economic growth.

Additionally, I must bring attention to the issues that passengers at Pune Airport face. There is an urgent need for improving the infrastructure for international and domestic arrivals/departures at Pune Airport in order to offer better services and facilities for passengers. I plead the Ministry of Civil Aviation to take action in consultation with the Ministry of Defence.

Hence, I request that these suggestions be taken into consideration.

***DR. NISHIKANT DUBEY (GODDA):** Deoghar is an important cultural and tourist hub in eastern India with upwards of fifty million annual visitors, including more than ten million devotees during the month of Sawan. The district is home to a Shiv Shaktipeeth, one of the twelve *jyotirlingas*, a DRDO facility, and a geographically sound location with ease in connectivity to Bihar, West Bengal, and Odisha. The hon. Prime Minister had visited the pious city in the year 2018 to lay the foundation stone of the Deoghar Airport which began its construction with haste. The construction of the necessary infrastructure, including the construction of terminal building, the runway, and all roads and pathways has been completed. However, the airport remains to be inaugurated and thus, operational.

At a time of global instability, connectivity has become an important aspect of humanitarian aid and economic growth with connecting one region to the rest of the globe becoming a primary priority for the authorities in-charge. The current conflict in eastern Europe is an event which highlights the importance of improvement in aviation connectivity in non-metro regions of India, which would aid the direct transportation of students from the conflict

* Speech was laid on the Table.

zone to their homes, instead of undertaking an arduous journey from the metro cities to their hometowns and other underdeveloped cities.

The Deoghar Airport is going to be of extreme strategic importance in the future with increased connectivity to bordering cities and its proximity to India's neighbours, making the aviation hub of extreme importance for both the Civil Aviation sector of the nation and the Military. Ranchi, Bagdogra, Kolkata, and Patna are airports which surround Deoghar and the commencement of Baba Baidyanath Airport is going to improve connectivity among the four cities and provide a means of more efficient communication to the populace of the region. Deoghar, under the leadership of the hon. Prime Minister has experienced tremendous economic growth furthered by infrastructural development funded by both the State and private corporations. The Adani Power plant, AIIMS, Plastic Park, a Silk Hub with roots in inter-state trade between Jharkhand and Bihar, the proposed development of a Multi-Modal centre and a Manufacturing Hub, and the Kolkata-Amritsar Railway Corridor are also in the vicinity of the economically and socially backward region of Santhal Pargana. The region needs an improved infrastructure of commercial, civil, and military aviation to further the economic development and interests of the common populace. The Union Government, and the Multinational Corporation are responsible for providing employment in the region.

Deoghar is primarily known for its cultural and religious influence on India and the world at large with numerous important and religiously significant temples and pious places in its vicinity. Parasnath, Basukinath Temple, Baba Baidyanath Temple, Mandar Parbat, Champapuri, Sultanganj, Bateshwar

Sthan, and Vikramshila, all are under-developed yet world renowned and significant areas of religious and cultural interest.

It is imperative that above-mentioned tourist and religious hubs are developed and adequate connectivity is provided to the devotees and tourists to further the employment and economic growth in the impoverished yet once glorious region.

The hon. Prime Minister had dreamt of making air travel accessible to all the sections of society, regardless of social and economic background, with a vision of man in '*chappals*' flying on an aeroplane. Deoghar's development into an economically vibrant city through a thriving aviation industry in the region is required for the larger growth of the tribal-dominated Santhal Pargana and Jharkhand at large. Thus, an ATS should be constructed at Deoghar Airport to aid civil and military communications. Additionally, the use of GST in air travel must be regularised and introduced in some cases to further reduce the cost of air travel and to ensure that all individuals regardless of caste, creed, and wealth can reap the benefits of our government's improved aviation industry. At the time the Deoghar Airport was proposed, the development of an Aero City was also listed in the proposal to further the employment in times of economic uncertainty and unstable inflation because of external factors, necessitating such infrastructural development for the substance of the common populace, especially in the socially-backward region.

[Translation]

SHRI GURJEET SINGH AUJLA (AMRITSAR): Thank you, Hon. Chairperson. Hon. Chairperson, through you, I would like to say to the Hon. Minister, Shri Jyotiraditya M. Scindia that Shri Guru Ram Das International

Airport in Amritsar was constructed in 1930. It was set up before 1947. After that, in 1960, the first flight to Kabul was started from here. In 1977, it was declared as an international airport. In 1982, the first flight for Amritsar-Birmingham was started. It was a successful flight. But, the situation began to worsen and all the flights were stopped in 1984. After 2000, the flight operation resumed. From this airport, Air India, Jet Airways, Uzbekistan Airlines and Turkmenistan Airlines started flights operation.

From there, the most successful flights used go to Toronto and Heathrow Airport, and London. In 2010, when JMR set up a new airport in Delhi, all the flights were cancelled and started from Delhi. Punjabis are the biggest diasporas who live in London, Yorkshire, America, Australia and Canada. After 2010, slowly, the operation of flights started. After 2017, I became an MP. I would like to express my gratitude to Shri Hardip Singh Puri Ji as he has extended the flight to Birmingham, approved the flight for Heathrow, started Air Asia, Malindo Air and Scoot. Lastly, he started a flight for Heathrow. A flight was also started for Stansted where 'Ek onkar' temple located. Puri Sahab had been requested too and I am thankful for the flight. But, all these flights have been cancelled since the outbreak of Corona.

I request you to resume these flights. Along with this, I would like to say that many airlines do not want to start their flights to come here. What is their problem? There are some bilateral issues and there is a need to improve the bilateral documents signed. Qatar Airways, flights from Italy, Flydubai and Emirates want to come here and Qatar Airways wants to increase the number of seats on their flight. But, they are not able to do it due to bilateral issues. I would like to request the Hon. Minister to give a point of call. Air Canada has

given a statement in their Parliament that they want to go to Amritsar. Please give a Point of Call status to Amritsar. Amritsar is a place of Shri Harminder Sahib and people want to bow down there. Now, Gadkari Sahab has said that huge amount spent by the Government on Kartarpur Sahib Corridor. Please give the point of call status because tourism will be promoted if the number of flights are increased.

Chairperson Sir, our State is a border State. Tourism has been badly hit due to Corona. You also visit Harmandir Sahib. I request you that it is very important to increase the number of flights. Please transfer the land under the Air Force at the airport to the airport authority because there is problem of parking there. Another thing is, aMRO may be set up in Amritsar because 14 taxi stands have been constructed there and ten more taxi stands are being constructed. There will be a total of 24 taxi stands. Maintenance work can also be done there. Frequencies of Air India flights to Nanded and Hazur Sahib may also be increased. The biggest problem is people do not have money because of Corona. The flights charge 12,000 rupees from Delhi to Amritsar. This fare is very high. The airfare to Chandigarh is 15000 to 18000 rupees. The fare should be fixed.

Hon. Minister, please seriously consider and resolve all these issues.

SHRI SUMEDHANAND SARASWATI (SIKAR): Hon. Chairperson Sir, Thank you for giving me the opportunity to speak on the Demands for Grants of the Ministry of Civil Aviation. Honourable Members have made their points. I also met the Honourable Minister and discussed with him about the concerns related to my constituency. ... (Interruptions)

HON. CHAIRPERSON: Nishikant Dubey Ji, please sit down. Hanuman Beniwal Ji has urged you to sit down. Thank you Beniwal ji for helping the chair.

SHRI SUMEDHANAND SARASWATI: Hon. Chairperson Sir, Sikar Lok Sabha constituency is surrounded by many tourist sites. Sikar's Havelis, Laxmangarh, Nawalgarh, Fatehpur, Jhunjhunu and Sikar's belt are popular historical heritages. Apart from this, there is a temple of Khatu Shyam Ji in Sikar. On a particular day, a record 20 lakh people have visited the main fair of Khatu Shyam Ji and lakhs of people visit this temple on every Saturday and Sunday. About 20 to 30 thousand people visit this temple everyday. People from all over India and abroad come here. It takes two and a half to three hours to reach Khatu Shyam Ji from Jaipur because, Jaipur Airport is located in the opposite direction of the temple. Considering the importance of the temple of Khatu Shyam Ji and presence of other historical heritage like, temples of Jeen Mata, Shakambari and Salasar, I had requested for construction of an airstrip. Every day, some or the other VIP keeps coming here to catch the glimpses of these historical heritage.

Sir, my second submission is that there is an airstrip at Tarpura, 20 kilometres away from Sikar. It is in a very poor state. Once some of our honorable guests visited this place at the time of elections. I myself was present at that place. A train passed through that place just ten minutes before the flight landed, because there is no boundary wall erected around the airstrip. My request is that the boundary wall should be erected and also the waiting rooms be constructed at the said place, because people have to wait for several hours in the open area in absence of any waiting arrangements if

they arrive 2-3 hours early. I hope you will consider my request. I am deeply grateful to you for the rescue work you did during Russia-Ukraine war because 108 students from my own constituency used to study there. When they arrived here, I went to the airport to receive them. You all also had gone to pick them up. Your words were also appreciated by the family members of the students which is worth mentioning. I express my gratitude to the Honorable Prime Minister and to all of you for the works you have done during the Corona period and for offering affordable flights under the 'UDAN Scheme'.

SHRI HAJI FAZLUR REHMAN (SAHARANPUR): Thank you Hon. Chairperson Sir. There is an airport of Sarsawa Air Force Station in Saharanpur. The previous Government of Uttar Pradesh had sent a proposal to the Central Government to convert it into a civil airport, which has also been approved. After acquiring 65 acres of land, the boundary work was completed there, but the runway work and other relevant works are going on at a very slow pace. Therefore, I would like to request that the Minister present here should take cognizance of this lethargic attitude and expedite the work. One of the reasons for my request is that Saharanpur has a huge wooden and iron handicraft industry and about 90 percent of its products are exported. Therefore, buyers from all over India and the world keep visiting this place. Foreign buyers who come for purchasing the finished goods in Saharanpur, usually have to stay in Delhi in absence of good transport facilities. It hurts the economic interests of the local artisans and handicraft industries of Saharanpur. I would like to request you to expedite the work of the civil airport so that the handicraft industries can get more benefitted.

Thank you very much.

SHRIMATI SANDHYA RAY (BHIND): Hon. Chairperson Sir, thank you for allowing me to speak. I would also like to thank the Honourable Prime Minister, Honourable Finance Minister and Honourable Aviation Minister while supporting the demands. I also express my heartfelt thanks to the Aviation Minister and his entire team for bringing more than 20,000 children from Ukraine to their families. Under the slogan 'Ude Desh Ka Aam Nagrik', I would like to tell about Datia district of my Lok Sabha constituency, which is known to the Honourable Minister. It is the city of 'Maa Pitambara'. Devotees across all over the country keep visiting the temple of the deity Pitambara in Datia. There is also a center of *Sati Sadhana* here. Here, devotees come with their families to offer prayer for eight days or 15 days throughout the year. Students also come here from far and wide to learn Sanskrit. The Mother goddess of Ratangarh is also very famous here. The famous ancient site Sankua Kund is also situated here. There is also a famous Balaji Sun Temple here. These are the important pilgrimage sites and ancient heritages of Datia.

Sir, I would like to request the Honourable Minister to connect this district under the UDAN scheme and to ensure connectivity to the said religious places so that the people from the other places can come to Datia, the city of Mother Goddess Pitambara. The Honourable Minister is aware that there are no adequate civic amenities available there right now. Therefore, the airport should be opened there and flights should be started.

Sir, the second district Bhind has enormous potential in terms of agriculture, but still it has remained backward. It is also an important district from the business point of view. The Gohad Fort in this district comes under the world heritage sites. Apart from this, there is the Fort of Ater, which is an

important tourism destination. There are also Chambal Sanctuary, Boreshwar Mahadev Temple and Vankhandeshwar Temple situated in this area. The Dandarua Dham Temple of this area is also known as Doctor Hanuman Temple. The Minister is also well aware of these places. A large number of people visit these places. There are such heritages in Bhind, which attract people from every nook and corner of the country. People also keep visiting this place for business purposes. Therefore, I would like to request the Honourable Minister that this should also be covered under the UDAN Scheme. There are no adequate facilities available in Bhind. The administration has also identified a suitable place for the airport. I have also discussed about it. Two to three locations have been selected. An airport should be built there and short-distance flight services should be started. With these words, I would like to thank the entire team.

[English]

SHRI RAJMOHAN UNNITHAN (KASARAGOD): Sir, first of all, I wish to congratulate the Civil Aviation Minister, Mr. Jyotiraditya Scindia, and the Minister of State, Shri V.K. Singh for the evacuation process of 'Operation Ganga'.

At the same time, I oppose the Demand for Grants under the control of the Ministry of Civil Aviation for the year 2022-23. Sir, when we buy a product, we give money and take the product; and when we sell a product, we give the product and collect the money. But the BJP Government sold Air India and also gave money to the buyers. Air India is sold but no money has come to the Government. Moreover, an amount of Rs.68,000 crore was also spent. Had we given this money to Air India, we could have retained Air India with the

Government. The Government of India has favoured private people like Tatas. So, I strongly oppose the privatization of the Government assets.

Sir, I urge upon the Government to take immediate steps to save Kannur International Airport Limited (KIAL) by taking the following measures. The Government should grant the status of 'point of call' to the Kannur International Airport in order to permit international operations by foreign carriers from Kannur.

The hon. Minister for Civil Aviation, in response to an Unstarred Question No.715 dated 21/11/2019, denied its permission stating that KIAL is an interior point. However, KIAL is situated in a municipal town within the city limits of Kannur Corporation. The catchment area extends across North Malabar region including Coorg, Mysore and Mangalore with about 30 per cent of non-resident Keralites. In other words, Kannur is not an interior area.

On the other hand, the revenue of KIAL has got affected drastically due to lack of international operations by foreign carriers. Without the status of 'point of call', the airport is finding it difficult to recover its investment, which includes a bank loan amounting to Rs.900 crores.

I also request the Government to increase the operations of 'wide-bodied aircraft'. During the COVID-19 pandemic, KIAL has proved its mettle with the successful operation of wide-bodied aircraft of both Indian and foreign carriers.

Unlike Calicut airport, the length of runway is conducive for the same. Apart from catering to the high demand, wide-bodied aircraft help to significantly increase the volume of cargo export from Kannur.

Sir, the highest number of Muslim pilgrims in Kerala come from North Malabar region. Unfortunately, there are no Haj Embarkation points in the

region. Hence, I urge upon the Government to make Kannur airport a Haj Embarkation point.

I would request the Government to exempt KIAL from reimbursement payments for the Central Government services including Customs, immigration, meteorological and AAI until the airport is granted the 'point of call' status. Kannur airport is struggling to survive without the 'point of call' status. Until this status is granted by the Government, the airport should be exempted from making reimbursement payments for all Central Government services.

I would also urge the Government to post one Central Government officer for Plant Quarantine and a full-time APHO at Kannur International Airport.

Sir, the Government of Kerala has acquired around 18 acres of land for an airstrip at Periyar in Kasaragod district. I request the Government to take necessary steps to sanction the airstrip in Periyar. It is very close to the world-famous tourist icon Bekal Fort.

Thank you very much, Sir.

(Translation)

***SHRIMATI JASKAUR MEENA (DAUSA):** I would like to present my views in support of Demands for Grants of the Ministry of Civil Aviation for the year 2022-23 in writing. I appreciate the Aviation Department for successfully conducting Operation Ganga. I also thank the Hon'ble Prime Minister for this. The students of my Parliamentary Constituency Dausa reached home safely. Their families have congratulated our Hon'ble Prime Minister. Hon'ble Minister

Sir, Dausa, Jaipur Rural and Sawai Madhopur are important districts of Rajasthan.

In order to facilitate the Ranthambore National Tiger Reserve of Sawai Madhopur for tourists, the Sawai Madhopur airstrip was upgraded by the then Government of Hon'ble Atal ji's time by allocating a budget of Rs. 40 crore. However, Government air services have not been started on the airstrip till date. Millions of tourists visit Ranthambore Sanctuary from all over the world. Private planes are operating there. The world famous Ranthambore is a Tiger Project. Expansion work of the airstrip has also been completed. Hon'ble Minister is requested to make a plan to provide air facility twice a week if not daily, in the current financial year using this airstrip. This will promote tourism. Hon'ble Minister Sir, as you belong to Madhya Pradesh, you also know very well about Ranthambore. The Government will get full co-operation from Sawai Madhopur Ranthambore Sanctuary as a means of destination in realizing the Gati shakti concept for Civil Aviation Department under the important Scheme like Gati Shakti.

Many congratulations to the Civil Aviation Department for the successful Ganga campaign by using aviation sector and bringing back students and civilians to India during the Ukraine war.

[English]

SHRI KIRTI VARDHAN SINGH (GONDA): Thank you, Sir. I am very grateful to you for giving me this opportunity to speak on the Demand for Grants of the Ministry of Civil Aviation.

Sir, at the outset, I would like to thank the hon. Prime Minister and the hon. Civil Aviation Minister, Shri Scindia ji and the hon. Minister, Shri V.K.

Singh ji for the safe evacuation of around 23,000 Indian nationals from the war-stricken country of Ukraine.

Had it not been for the towering personality of our Prime Minister and the country's growing influence in the world, the Operation Ganga for evacuating Indian nationals from Ukraine would not have been successful.

Sir, under the able guidance of our visionary Prime Minister, India is taking rapid strides towards being a part of the developed world, and modernizing the aviation sector is an important step towards that goal. The importance of this sector can be gauged from the fact that the air transport industry which includes airlines as its supply chain gives an estimated of 13 billion US Dollars to our GDP, and if you add another 22 billion US Dollars support to our Country's GDP from the spending by foreign tourists, the total contribution to our GDP comes to around 35 billion US Dollars, which is a significant sum.

Sir, India by 2024 is projected to be the third largest aviation market in the world overtaking the United Kingdom. The rapid rise in the number of air travellers is an ample proof of the successful policies of our Government that has helped to increase the income of our large middle class, which is one of the major factors for the growth of the airline industry.

19.00 hrs

Sir, with a vision to enable people to have access to safe, secure, sustainable and affordable air services in world class civil aviation, our Government has taken important steps which have resulted in a rapid growth in air travel and which also reflects the pace of economic growth of our country.

In pursuit of these goals, the Government of India has announced major civil aviation reforms under Atmanirbhar Bharat Abhiyan. One of the major reforms is the regional connectivity scheme. Under RCS-UDAN scheme, the Government has achieved better connectivity to different regions of the country which were till now devoid of air travel. The issuance of Route Dispersal Guidelines has further ensured that even the remote areas falling under Category II and Category III are now being connected by air services.

To enhance air connectivity in the North-East region, a budgetary allocation of Rs 24 crore has been made. This will further ensure tourist inflow to these remote areas and create employment opportunities for the local people in these areas.

Under RCS-UDAN Scheme, approximately 34,74,000 passengers were flown and 335 routes were awarded during 2019, and 33 airports have been covered, out of which till now 20 airports were not served.

Sir, the decision to build international airports at Varanasi and Kushinagar and a small airport at Shrawasti is an important step.

[Translation]

HON. CHAIRPERSON: Hon'ble Member, wait a minute.

If the House agrees, the time may be extended by half an hour.

SEVERAL HON'BLE MEMBERS: Sir, all right.

HON. CHAIRPERSON: All the Hon'ble Members, speak briefly, please.

Hon'ble Member, now conclude your speech.

[English]

SHRI KIRTI VARDHAN SINGH : It is an important step in promoting the Buddhist Circuit. It will also increase the inflow of foreign tourists from Sri Lanka, China and South-East Asian nations.

Sir, I would also request the hon. Minister to upgrade the airstrip in Shrawasti so that larger planes can operate from there.

Sir, the Airport Development Plan through the PPP model has led to world-class services being given to our passengers now. An additional investment of around Rs. 13,000 crore to be made by private players in 12 airports in the first and second rounds will also ensure better infrastructural facilities for us.

Sir, one of the most important decisions of our Government has been to establish a global hub for Maintenance, Repair and Overhaul, MRO, of aircraft. *(Translation)* Till now, our airlines used to send their airplanes abroad for maintenance and repairs. *(English)* There is no doubt that it would result in a lot of expenditure for the airlines and also loss of foreign exchange. The establishment of an MRO hub in the country will not only save cost, but also increase the liquidity of our airlines. The MRO service industry was in 2018 valued at USD 800 million, but it is now projected to reach USD 2.4 billion by 2028. The lower labour cost in our country will also attract foreign countries to have their aircraft serviced in India. This decision to converge civil MROs with the defence sector will have further long-term benefits for the airlines by bringing down maintenance cost and creating economies of scale. There is no doubt that it is going to create a lot of job opportunities for our people here.

Sir, the application of drones in day-to-day life is increasing all over the world and very soon, their services are going to be indispensable in the near

future, especially in the areas of survey, defence and security, and delivery of critical medical supplies in remote areas of the country. The Central Government, under the leadership of hon. Prime Minister Shri Modiji, has approved the PLI Scheme for drones and drone components. This is a follow through of the liberalisation of Drone Rules which were released in August, 2021.

There is another very far-sighted reform of the Government. Over the span of next three years, the Government has targeted to attain an investment of Rs. 5,000 crore in this industry. This will create job opportunities for 10,000 people.

Some of the main challenges facing this sector continue to be infrastructural development, high fuel costs and skill deficit. Fuel cost as a percentage of operating charges amounts to almost 45 per cent to the airlines here while the global average is only 30 per cent. The prices of aviation fuels in India are approximately 60 per cent higher than those in the ASEAN countries and the Middle-East countries. This is mainly due to the higher Central and State taxes. The taxation and pricing structure of ATF should be aligned to global benchmarks by considering to bring it under the ambit of GST. This will help to make our airlines globally competitive. This will also help in establishing international travel hubs in our country.

Regarding skill deficit, there is a significant shortage and gaps in the availability of industry recognised skills from airline pilots and crew to maintenance and ground handling persons. This can be overcome. There is a need to promote collaboration between equipment manufacturers, industry, and educational institutes to assimilate the latest technology and marginal

practices in the aviation industry, and this will help to create further trained personnel that are required.

Sir, with your permission, I would like to make a few suggestions to the hon. Minister. The standards of service documents of the DGCA need to be adhered to. Right now, it is not being closely followed. This would help in timely issue of licences of trainees and pilots and non-compliances regarding these documents adversely affect the human resource side of the aviation industry. Another important issue is the levying of GST on aviation fuel. *(Translation)* Aviation fuel is mostly used in training aircraft, which are piston engine aircraft. Due to GST, we earn only Rs 5-7 crore, but in the year 2020-21, 358 of our students went abroad for training. Their average cost comes to Rs. 50 lakh. If you calculate that, it comes to foreign exchange loss of Rs. 179 crore. If there is a profit of Rs 7-8 crore to offset Rs 179 crore, then it should be looked into.

Sir, every district has a helipad in the police line. This should be allowed to be used by helicopter operators free of cost.[translation] With this, people residing in remote areas will be able to travel by air, especially if there is a medical emergency. There is a policy which says that aircraft older than 15 years are not allowed to be imported. Our country has bilateral agreements with many countries. If the exporter country gives the air worthiness certificate, which could be recognized by DGCA, then all our operators will get aircrafts at a very low cost. Our two tier and three tier airports... *(Interruptions)*

HON. CHAIRPERSON: Shri Su. Thirunavukkarasar.

[English]

SHRI SU. THIRUNAVUKKARASAR (TIRUCHIRAPPALLI): Mr. Chairman, Sir, thank you very much for giving me this opportunity to take part in the discussion on the Demand for Grants of the Ministry of Civil Aviation.

First of all, I congratulate the hon. Minister of Civil Aviation, the External Affairs Minister, the Government, and also the State Government of Tamil Nadu led by Mr. Stalin for making all efforts to bring back the students from Ukraine. It is said that more than 20,000 Indian students were there in Ukraine. In Tamil Nadu, around 2,000 people were studying there. Still there is a doubt that some more students may be there in Ukraine. I request the Government to take steps to bring back all the students who are still suffering there.

Even though this issue is not connected with the Ministry of Civil Aviation, I would like to mention that the studies of these students have abruptly stopped. Some students are in the second year, third year or fourth year after spending a lot of money. They have spent huge money in three-four years in Ukraine. Their education has stopped abruptly. The Central Government should take proper steps for the completion of their studies either in India or in neighbouring countries of Ukraine where the universities are having the same syllabus which is there in Ukraine. The students should get the chance to complete their education. The Central Government should take proper steps in this regard.

Now, I will come to my constituency, Tiruchirappalli. Tamil Nadu is a populous State. A lot of tourist places are there. A lot of people from India as well as outside India come and visit Tiruchirappalli, Madurai, Rameswaram, Nagore, and Velankanni. There are a lot of holy places, tourist places, and important places. Tiruchirappalli should be connected with Tirupati. A direct

flight should be available from Tiruchirappalli to Delhi and Tiruchirappalli to Mumbai. These are a few of my requests. Regarding Tiruchirappalli international airport, I would like to submit that it has exhausted its capacity due to increasing domestic and international traffic, particularly to Gulf countries and neighbouring countries like Sri Lanka, Malaysia and Singapore. A proposal for extension of the runway length to 12,500 feet was mooted. It was started and an amount of Rs. 950 was also allotted.

Nearly 700 acres of land is necessary, and out of that, about 350 acres of land belongs to the Defence. So, I request the hon. Minister to talk to the Defence Ministry to get the defence land for the expansion. The State Government on their part has allotted nearly 350 acres of land. If you get the land, further extension of the runway can be done.

Apart from this, I would like to submit two or three things. I want to make a request to the hon. Minister that there should be some ceiling in the ticket fare. It is not for me only, but generally, I am telling you. I want to know whether the hon. Minister has any control over the ticket fare in the private airlines. Though the tickets of the MPs are paid by the Government, I want to say that the ticket price from Chennai to Delhi in the morning costs Rs. 20,000 and in the evening it goes up to Rs. 60,000. What is the logic in it? There should be some logic while fixing the fare for the tickets. It should be done according to the distance. At least the maximum price in ticket fare should be fixed. It should not be fixed as per the whims and fancies of the private airline owners. ... (*Interruptions*)

We oppose privatization. You are selling the aircraft and giving more money from Government fund to a private party to run it in a profitable way.

When the private company can do that, why can the Government not do that?
... *(Interruptions)*. I am about to conclude. Please give me one minute. We strongly oppose the privatization of Trichy airport and other airports.

I have already talked about the ceiling in the ticket fare. Again, I request you for more connectivity from Tiruchirappalli airport to other places.

[Translation]

SHRI C.P. JOSHI (CHITTORGARH): Hon'ble Chairperson Sir, I thank you for giving me this opportunity to speak on the Demands for Grants of the Ministry of Civil Aviation. First of all, I would like to express my gratitude to the eminent Hon'ble Prime Minister Narendra Modi ji and Hon'ble Minister Mr. Scindia ji. Through the UDAN, the common man cannot only dream of travel by air in the country today, but they are seeing it happening. Rajasthan has got 42 new routes out of the 402 new flights across the country. I also thank you for this because we consider the airport as the seventh engine in PM's Gati Shakti Scheme.

I would start speaking about my Constituency before you ring the bell. Udaipur, in southern Rajasthan, has Dabok Airport, which falls in the Chittorgarh Parliamentary Constituency. Whether there are world heritage sites like the world famous forts of Chittorgarh and Kumbhalgarh or Sawariya Seth temple and Nathdwara or in Chittor there is a large spiritual circuit covering Kesariya ji, Baneshwar Dham, and Tripura Sundari temples which can be visited by the people. There are also many lakes like Rajsamand, Jaisamand and Pichhola, which people from all over the country and the world come to see. People from all over the world come there as a world wedding destination. Be it Hollywood, Bollywood or big business tycoons, many big personalities

come to Udaipur for wedding ceremonies. Thousands of people not only from my Parliamentary Constituency but from the entire Udaipur division work in the Gulf countries. There is a Menar village 50-60 kilometers from the airport. Out of the total population of 3500-4000 there, more than five hundred boys work in Dubai. Similarly, thousands of people from nearby areas are working in Dubai and around the world for business and work.

If we see, there are Sita Mata Wildlife Sanctuary, Bassi Wildlife Sanctuary, Bhainsrorgarh Wildlife Sanctuary, Ranakpur Sanctuary, so this area is famous from every point of view. It is very important from the point of view of tourism. It is also a big hub from the point of view of cement, marble and mining industry. Many people go abroad from here for education and medical treatment also.

If I only talk about February, there has been a footfall of one lakh and movement of more than 900 aircraft at Udaipur airport. The construction work of the runway and apron is going on there. Integrated Terminal work has been sanctioned and its design is in the final stage. The Custom department needs to be set up there. The team made a visit there.

I want to say that if we look at the traffic and non-traffic revenue, we can see that it has increased tremendously. A proposal for the new cargo terminal has been sent to the headquarters in view of the possibilities of cargo transport. The work of runway-re-carpeting has been started for the safety of flight operations.

After your visit, a new terminal which is three times bigger than the existing terminal and is 40,000 sq. meters in area has been sanctioned. I think the work will be started at the earliest after the soil testing.

All the facilities have been made for the landing of V.V.I.P B-777. Through you, it is my request to the Government to make this airport an international airport. If flights are started initially for the gulf countries such as Dubai and Singapore for which the duration of flights is three and a half hours, the people who have to change their flight from Mumbai and Ahmedabad to go to these countries will be greatly benefited.

An office has been set up there for immigration. Many villages in Gwalior also come under my Parliamentary Constituency. There is a Jaipur-Udaipur flight which is very important. It was being operated for a long time but on the 28th, Indigo and SpiceJet said that they are stopping this flight. It will definitely promote tourism if some flights will be started for the cities like Chandigarh, Surat, Indore, Jaipur, Kolkata, Pune, Goa etc.

It will greatly benefit the people if Jaisalmer, Jodhpur and Udaipur are connected under UDAN Scheme.

We have an airstrip in Hamirgarh. It has all the resources. It will be good if this airstrip is connected under the UDAN scheme. There are many textile industries in Bhilwara. It is also called as Manchester of Rajasthan. It will be good if this place is connected under the UDAN scheme.

I express my gratitude particularly to the Hon. Prime Minister and you for bringing back so many Indian students from Ukraine especially of Chittorgarh Parliamentary Constituency...(Interruptions)

HON. CHAIRPERSON: Please conclude your speech in two-three minutes so that all the Hon. Members may get time to speak.

[English]

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Thank you, Chairman, Sir, for giving me an opportunity to participate in the discussion on the Demand for Grants of the Ministry of Civil Aviation for the year 2022-2023.

Firstly, I do appreciate hon. Civil Aviation Minister, External Affairs Minister and Defence Minister for taking the initiative to bring back our students from Ukraine. I also endorse the timely efforts taken by the Government in this regard to bring back 99 per cent of the students in a smooth manner.

I am not going into the details, but I have to mention some important points. I come from Kerala, and the hon. Minister is very much aware about it. He is my old friend, and now also he is my friend. What is the situation of majority of the people who work in the Gulf countries? The hon. Minister is very much aware about it. The income of NRIs, especially in the Middle-East is the backbone of Kerala. Most of the *pravasi* employees are not rich people. They are migrant workers just like our migrant workers who are working for meagre salaries.

But every year or during urgency when there is a death of a relative or an important function, they want to come to Kerala and go back but during the festival season also, the charges are fixed at Rs.20,000 and sometimes going up to Rs.80,000 or Rs.1 lakh. This is the case during festival period or Onam festival or Christmas or New Year. Deliberately airline companies are increasing the fares. This is the long-pending demand. It needs the intervention of the Government of India. Unnecessarily, airline companies are increasing the air fare during the peak seasons when people come from Gulf countries to Kerala and go back. These people get very low-level salaries; they are not rich. There may be a few rich passengers but majority of the

passengers who work in the Gulf countries are poor. I would like to request the hon. Minister to look into this matter. Why is this happening? What is the solution? It is a long pending demand.

Even in the Gulf countries, the pravasi organisations are also demanding this during the visit of our Ministers or MPs or MLAs. They submit representations and demand that a reasonable fare should be fixed for travel from Gulf countries to Kerala and back. This is a very important and burning issue. I am not going into the details. Whenever we visit Gulf countries, pravasi organisations and NRIs request us and say that we are not taking any action; airlines are looting them by charging big money. Scindia *ji* is very much aware of this problem. I would request the hon. Minister to find a way out to come up with a reasonable fare while travelling to Gulf countries and back.

[Translation]

***SHRI DEVAJI PATEL (JALORE):** First of all, I thank the Modi Government and the Hon. Minister of Civil Aviation. It is a matter of pride that around 22,500 Indians returned to Ukraine from 1 February to 11 March, 2022. Under 'Operation Ganga', 90 evacuation flights have been operated. Under 'Operation Ganga', the flight fare has been fully paid by the Indian Government.

I rise to support the Demands for Grants of the Ministry of Civil Aviation presented in the budget by the Government. The Modi Government has emphasized on the development of basic infrastructure of Civil Aviation and its results can be seen now. The government has made a huge provision of Rs

10,667 crore for the Ministry of Civil Aviation in this year's budget, which seems to be sufficient for the development of civil aviation in the country.

Our government is continuously increasing the number of airports in the country to strengthen the country's air network. The number of airports in India which was only 74 before 2014 has increased to 140 today. 66 airports have been built in 7 years. Not only this, expansion and modernization of small airports is being done.

Today, there is a need to start air service from Manpur airstrip located in Sirohi under the UDAN scheme. Mount Abu and Shakti Peeth Amba Ji Mata Mandir are two world-class famous tourist places in Sirohi district. Mount Abu is the international headquarters of the Brahma Kumari Society. Mount Abu is called Kashmir of Rajasthan. Mount Abu has been included in the list of 50 new tourist circuits and destinations. There is an official training center of the Central Reserve Police Force at Mount Abu. This place is also important from the military point of view. Lakhs of foreign tourists come here every year. These tourists have to travel 228 km to Jodhpur or 231 km to Ahmedabad to catch their flight. The Jeeraval temple in Sirohi district is a very ancient temple among the Jain pilgrimages. This temple is a major tourist destination in the district. This temple has an important place in Jainism. Its structure and architecture are of Vastu style. The country's first 72 Jinalaya grand temple is located in Bhinmal Nagar which is located 71 km from the center of Jalore district. Now, it is the main center of Jainism followers. Thousands of pilgrims come here throughout the year. There is a temple of Sundha Mataji in Bhinmal. This temple is about 900 years old. The Swarnagiri fort of Jalore has a history

of one thousand years. The fort showcases the beauty of architecture. This fort is the heritage of the Archaeological Department of the State Government.

This place is developing as a major tourist destination of the district. Ambaji Mata Temple located in Gujarat is one of the 51 Shakti Peethas of Maa Shakti. It is believed that this temple is more than 1200 years old.

It is located just 20 kilometers from Abu Road. A large number of devotees from India and abroad come here for pilgrimage, especially on full moon days throughout the year. A big fair is organized here on the day of Bhadarvi Purnima. On this day, about 5 to 6 lakh devotees from all over the country come to worship the Devi. There are 7 industrial areas here namely Abu Road, Ambaji, Mandar, Swaroopganj, Shivganj, Sirohi and Sirohi Road. There are 8 big industries like Binani Cement, Lakshmi Cement, Tirupati Fibre, Gujarat Cable etc. and 12 medium industries and 2982 small scale industries there.

At a distance of 71 km is Jalore district which is famous as the Granite city of Rajasthan in which Jalore, Bhinmal Sanchore, Ranivada, Sayla and Ahore are developed as satellite cities. The most important aspect of Jalore is the granite industry. There are more than 700 granite units here. Granite stone from the city is exported to foreign countries. Marble and granite are exported all over the world. In the last three decades, the city has made its own identity on the industrial map. Bhinmal town is famous for its shoe industry. The artistic shoes made in this city are exported abroad. On the other hand, the booming steel industry has given Sanchore a new identity on the world map. Nearly 90 percent of the traders in all the major steel markets of the country are natives. Pali district situated at a distance of 150 kms is world famous for the textile

industry in Rajasthan. Thirty Five percent of the people who are settled in the country and abroad are some of the famous industrialists. Passenger flights can be started from Manpur airstrip to Ahmedabad, Jaipur, Delhi and other major cities and metro cities of the country. Thank you .

[English]

***SHRI K. NAVASKANI (RAMANATHAPURAM):** Thank you for the opportunity to participate in the discussion on the Department of Civil Aviation demands for grants. Union Government claims that our country is the developing country on aviation at the world level. But I would like to highlight that this government has a major role in not owning a government Airlines by way of privatizing the entire sector. If a sector is underdeveloped and then the government should think about how to improve it and take it on the path of development rather than selling it and it's quite surprising how we claim that we're progressing on growth. On the one hand we claim proudly that aviation is growing and on the other hand you are selling Air India, the existing public sector company for the country. The effect of the absence of a public airline for the country could be seen recently when the students of our country were stranded in Ukraine.

We know that even in times of crisis the airlines kept the price of the ticket very high and resulting in the difficulties faced by the students. I urge this government to show initiative and interest to protect the people similar to your interest shown on selling public sector companies. My constituency Ramanathapuram is a district that attracts a large number of tourists and

devotees from outside the state and abroad. The district covers Rameshwaram, an important Hindu holy place. I have repeatedly tabled the proposal in this House to set up an Airport in my Ramanathapuram Constituency. It has also been a long-standing demand of the people. It is also a district with a large number of people doing business and working abroad.

In view of this importance of mine, I request the Government to take appropriate action to set up an airport at Ramanathapuram. Madurai Airport is the busiest airport in South Tamil Nadu. The most used airport for both business and business purposes. Our state's long-standing demand is to upgrade the airport in Madurai to an international airport standard. It is a reasonable request to ask for an international airport in addition to our Tamil Nadu, a state that pays more taxes than the total tax paid by twenty-one states and union territories in the country. We urge this government to make it happen. Chennai-Madurai air transport is the most used route by the people. This is a route that is mostly used by traders and the middle class.

But because fewer planes operate on this route, and larger aircraft such as airbuses do not operate. Air fares are much higher on normal days. Air fares have been raised beyond the reach of ordinary people. Therefore, in view of the inconvenience to the people, I request the Government to instruct us to operate additional aircraft and large aircraft on the routes including Chennai and Madurai.

[Translation]

SHRI NAYAB SINGH SAINI (KURUKSHETRA): Hon'ble Chairperson Sir, I thank you for giving me an opportunity to speak on the Demands for Grants pertaining to the Ministry of Civil Aviation for the year 2022-23.

Sir, I would also like to express my thanks to the popular Prime Minister of the country, Hon'ble Shri Narendra Modi ji, the Minister of Civil Aviation Shri Jyotiraditya Scindia ji and Shri V.K. Singh ji. The accomplishment of the task of safely evacuating the 22,000 thousand Indian students stranded in Ukraine is commendable. I thank the Hon'ble Prime Minister for this.

Sir, we are celebrating the Azadi ka Amrit Mahotsva in the 75th year of independence. On this occasion, I would like to remind that there were 64 airports in the country. A total of 54 new airports have been added, under the leadership of our popular Prime Minister Hon'ble Modi ji, during the last seven years. Through you, I would also like to put forth some issues concerning my Lok Sabha Constituency Kurukshetra. My Loksabha Constituency is the place where Lord Shri Krishna delivered the His preachings termed 'Gita'.

Hon'ble Chairperson Sir, through you, I would like to request the Hon'ble Minister of Civil Aviation because, on the occasion of Solar Eclipse, millions of domestic and foreign devotees visit this place. Hon'ble Prime Minister has mentioned that Gita's preachings have completed 5151 years. Hence, Gita Mahotsva is being celebrated not only in Kurukshetra, but in every household. Along with that, the International Gita Jayanti Mahotsva is also celebrated in Kurukshetra. The number of devotees slightly decreased in-between during the Corona period, but approximately 30 lakh devotees visited during this year's International Gita Mahotsva celebrations.

Since the Hon'ble Prime Minister intends to project Kurukshetra on the international map, through you I Would like to request that an airport should be constructed in Kurukshetra. Through you, I would request that the Hon'ble

Minister should announce the facility of an airport in Kurukshetra when he replies on this Demand for Grants. ... (Interruptions)

Dr. AMAR SINGH (FATEHGARH SAHIB): Sir, I would take even less than one minute. Through you, I would like to draw the attention of the Hon'ble Minister and the Hon'ble Minister of State towards an issue. My Parliamentary Constituency is Fatehgarh Sahib. I live in Raikot which is an Assembly Constituency. The Halwara airport of Indian Air Force is situated there. It has been already approved. Constantly following up the matter with the Government of Punjab, I have got completed the land acquisition, all the funds and everything. Its terminal building is now 60 percent complete. I would like the work there to be speeded up and would like to accompany you onboard the first flight there. My only request is that please get it operational at the earliest. Thank you very much.

HON. CHAIRPERSON: If speeches are made so briefly, it looks nice.

Dr. Jai Sidheshwar Shivacharya Swamiji.

Dr. JAI SIDHESHWAR SHIVACHARYA SWAMIJI (SOLAPUR): Hon'ble Chairperson Sir, Thank you for giving me an opportunity to speak in support of the Demand for Grants pertaining to the Ministry of Civil Aviation. I congratulate the Hon'ble Prime Minister Shri Narendra Modi ji and the Hon'ble Minister of Civil Aviation Shri Jyotiraditya Scindia ji for safely evacuating the students stranded in Ukraine. I would like to express my gratitude to them since many of the students evacuated hail from Solapur, Osmanabad, Sangole, Satara and other regions of Maharashtra.

Through you, I would like to request the Hon'ble Minister of Civil Aviation, Shri Jyotiraditya Scindia ji that my Parliamentary Constituency

Solapur is famous as textile hub in our country as well as in foreign countries. Hon'ble Minister must know that bed sheets, towels and school uniforms are exported to several countries from Solapur. There is an airport in Solapur but the air travel services are discontinued for the past few years. Only chartered planes operate from this airport. The industries and tourism sector of Solapur are being adversely affected due to non-availability of air travel services from Solapur. Several industries are shifting from Solapur to other States due to lack of flight services. Though the environment in Solapur is industry friendly, yet new industries are not being set up at all in Solapur due to absence of air services. I have been raising the demand of air travel facilities from Solapur in the House since the last two years but no solution has been found yet. I humbly request the Hon'ble Minister to direct the Airport Authority of India to analyse the feasibility of operating the 19 seater Dornier 228 aircraft by the Alliance Air Company keeping in view the public sentiments till the construction of Boramani airport is completed. Along with that, the Alliance Air Company which is going to start its air travel services of Dornier 228 air service from Jun or Jul should be asked to start from Solapur only. It is my humble request. I thank you for giving me the opportunity to speak.

SHRI DEEPAK BAIJ (BASTAR): Sir, thank you very much for giving me an opportunity to speak. I would try to conclude within a minute.

Sir, you have given me an opportunity to speak on the Demand for Grants. Jagdalpur in my Lok Sabha Constituency Bastar is situated more than around 300 kms from Raipur and it is connected only by road. The railway line is under construction at present. It has been under construction for the last 15 years, but its construction has not completed yet. The Maa Danteshwari Airport

at Jagdalpur became operational only last year. Only the 72 seater aircraft operate from there at present. The problem is that the tickets get booked two days in advance. Normally, tickets are not available. There is too much rush there. There is a lot of potential of development in Bastar.

I would like to inform the Hon'ble Minister that Bastar is dependent on Andhra Pradesh, Odisha, Telangana and Maharashtra for trade, education and health services. So, the air connectivity should be improved on routes such as Kolkata- Jharsuguda to Jagdalpur, Bengaluru- Vizag to Jagdalpur, Bhuwaneshwar to Jagdalpur, Nagpur-Jagdalpur to Vizag. If the connectivity improves, it will definitely benefit.

Hon'ble Chairperson Sir, airport in Jagdalpur is very old. I would like to request the Hon'ble Minister to construct the new airport as we have the land and other support. It is not possible without your support. It will be very beneficial for the people of Bastar.

In the end, I would like mention that night landing facility is not available there. This is a Naxal affected area. Who knows when an emergency arises or who gets injured. If facility of night landing is provided, somehow, it will definitely be beneficial for the people of Bastar. I thank you very much for giving me an opportunity to speak.

HON. CHAIRPERSON: Three of the Hon'ble Members are yet to speak. The timing of the House is extended till their speeches are over.

SEVERAL HON'BLE MEMBERS: Yes.

HON. CHAIRPERSON: Shri Karadi Sanganna Amarappa ji.

[English]

SHRI KARADI SANGANNA AMARAPPA (KOPPAL): Respected Chairman, Sir, first of all I would like to thank the hon. Prime Minister Narendra Modi ji and our young and dynamic Civil Aviation Minister Jyotiraditya Scindia ji.

Mr. Chairman, I would like to bring forth a very important matter pertaining to my Parliamentary Constituency Koppal and that is the establishment of a new airport there. My Constituency Koppal comes under 371(j). It is a backward District with over 18 large, six medium, over 100 small-scale industries. Apart from that, about 150 rice mills are operating in Koppal District. We are the major paddy exporters in Karnataka. More than 100 major quarries are operating in the district. In 2021, the Government approved a toys manufacturing cluster which is coming up in an area of over 400 acres of land. Lord Hanuman's birthplace Kishkindha is in Koppal. Recently, the Government of Karnataka announced Rs.100 crore for Kishkindha development. UNESCO World Heritage Site Hampi is located 40 km away from Koppal. Koppal is an Industrial hub. Tourist as well as pilgrimage places located in Koppal attract tourists and devotees from far and near in the country and even from abroad. The State Government has announced in this year's budget a project to study and submit a feasibility report. The IDD Department of the State Government has taken an initiative and sent a technical team to visit two sites – Kushtagi-Koppal road and Hubli-Hospet road. As per the technical team report, the IDD Department was insisting on the District Administration to submit a greenfield airport proposal with the annexure. I, therefore, request that our dynamic Minister of Civil Aviation to take up the matter with utmost importance and establish a new airport at Koppal.

Thank you.

KUNWAR DANISH ALI (AMROHA): Thank you very much, Mr. Chairperson, for allowing me to speak on the Demand for Grant for the Ministry of Civil Aviation for 2022-23. I will make very specific suggestions to the hon. Minister.

[Translation]

When one goes to take a flight from the Delhi Airport, after security check, it seems that people belonging to GMR Private are using the commercial space extensively. While it seems alright that you have privatized the Airport, but it should not happen this way. It feels very difficult to enter the way through the Chocolate Shop and Toys Shop. The Government has privatized the Airport but it is as per the specification and the agreement signed in the original MoU. You may kindly pay attention to this.

When general passengers go for the security check, they see that CISF personnels are deputed in the security of the Airport so that our journey remains safe , they play a very crucial role. But what happens, Airport is in Delhi . A Sub-Inspector rank Officer is deputed in the Security check, Airport is located at Palam and it is found that the Officer is coming from Shahadra.

Through you, my request to the Government is that lodging arrangements for the CISF Officers should be made near the Airport only all across the country. Family Quarters should be constructed for them. Many Members of Parliament have asked whether the Government has any control over the increase in airfares? We observed that the Government evacuated everyone from Ukraine and Hon. Minister also went there. When all this evacuation exercise was started, the Private Airlines had sold the ticket costing Rs.20,000 to around Rs.80,000 at that time. There should be some type of check.

In the end, I would like to say only that airports are being privatized. Airport Authority of India has constructed Airports with lot of hard work and Private players are buying those Airports. You should add clause to this ongoing process of privatization that if Airport is allotted to any Private player ,then a clause should be added, if a private party gets the Airports in Metros or the Big Airports ,where passengers are in large number and which are profitable, they will also construct airports in the interiors. If they take Airport of Delhi, Jewar and Mumbai, Airports should also be constructed in the interiors. Thankyou.

[English]

***DR. DNV SENTHILKUMAR S. (DHARMAPURI):** The Ministry of Civil Aviation has been allocated Rs. 10,667 crore for the Budget year 2022-2023. This is 85 per cent decrease than the RE of 2021-2022 because of allocation to equity infusion in AIAHL of around Rs. 62,057 crore, which was not included in this year's Budget as the process of disinvestment of Air India is almost completed. At present, India has no national airline. However, the allocation to AIAHL (SPV) for the present Budget is around 86.80 per cent of the total allocation of the Ministry, which also comes under the revenue section. Only a meager portion of 13.2 per cent amounting to Rs. 1,407.09 crore is the allocation to rest of the heads. Such a low allocation over the years will seriously affect the growth of the civil aviation sector, which is already suffering from a downturn caused by the COVID-19 pandemic.

The allocation to RCS popularly known as UDAN for the year 2022-2023

* Speech was laid on the Table.

has seen a 40 per cent reduction over the RE of 2021-2022. The Standing Committee has also raised a concern regarding this low allocation to RCS, which will hamper affordable connectivity. The Committee therefore recommends that the Ministry's request for additional funds for all schemes / heads including RCS at the RE 2022-2023 stage may be favourably considered by the Ministry of Finance.

This is my short observation on the Demand for the Ministry of Civil Aviation.

***DR. PON GAUTHAM SIGAMANI (KALLAKURICHI):** Thank you for the opportunity to participate in the discussion on the Department of Civil Aviation demands for grants.

Union Government claims that Our country is the developing country on aviation at the world level. But I would like to highlight that this government has a major role in not owning a government Airlines by way of privatizing the entire sector.

If a sector is underdeveloped and then the government should think about how to improve it and take it on the path of development rather than selling it and it's quite surprising how we claim that we're progressing on growth.

On the one hand we claims proudly that aviation is growing and on the other hand you are selling Air India, the existing public sector company for the country. The effect of the absence of a public airline for the country could be seen recently when the students of our country were stranded in Ukraine.

* Speech was laid on the Table.

We know that even in times of crisis the airlines kept the price of the ticket very high and resulting in the difficulties faced by the students.

I urge this government to show initiative and interest to protect the people similar to your interest shown on selling public sector companies.

My constituency Ramanathapuram is a district that attracts a large number of tourists and devotees from outside the state and abroad. The district covers Rameshwaram, an important Hindu holy place. I have repeatedly tabled the proposal in this House to set up an Airport in my Ramanathapuram Constituency. It has also been a long standing demand of the people. It is also a district with a large number of people doing business and working abroad. In view of this importance of mine, I request the Government to take appropriate action to set up an airport at Ramanathapuram.

Madurai Airport is the busiest airport in South Tamil Nadu. The most used airport for both business and business purposes. Our state's long standing demand is to upgrade the airport in Madurai to an International Airport standards.

It is a reasonable request to ask for an international airport in addition to our Tamil Nadu, a state that pays more taxes than the total tax paid by twenty-one states and union territories in the country. We urge this government to make it happen.

Chennai - Madurai air transport is the most used route by the people. This is a route that is mostly used by traders and the middle class. But because fewer planes operate on this route, and larger aircraft such as

airbuses do not operate. Air fares are much higher on normal days. Air fares have been raised beyond the reach of ordinary people.

I would also like to insist the Important issue in my constituency in Salem District. In Salem Airport flights are suspended for past two years. So, I urge to implement Immediately. Therefore, in view of the inconvenience to the people, I request the Government to instruct us to operate additional aircraft and large aircraft on the routes including Chennai and Madurai.

***SHRI ADHIR RANJAN CHOWDHURY (BAHARAMPUR):** Sir, I am a representative of Bengal, so naturally when a brutal, frightening, horrific incident takes place in my state, I cannot remain silent. Today at dawn, 10 persons have been burnt alive of whom 8 were women and 2 were children. I am compelled to raise this issue here today because violence, murder, arson have taken monstrous shape in West Bengal. People of the entire country are really surprised to see the condition of the state and I condemn this incident from this forum. 8 women along with 2 children were thrown into fire. This kind of violent incidents are happening regularly. * ... (*Interruptions*)

[*Translation*]

HON. CHAIRPERSON: Adhir Da, He is not an Interpreter. [ENGLISH] Please speak either in English or Hindi.

***SHRI ADHIR RANJAN CHOWDHURY:** I have no other option, I am compelled to flag this issue in this august House because this is the biggest panchayat of the country and someone must raise such matters here.... (*Interruptions*) [*Translation*] Ten women were set on fire, all of them, including two children died. This type of terror activities are going on in Bengal. [*English*] ... (*Interruptions*) Sir, If I do not speak out here, where else do I speak?* ... (*Interruptions*)

[*Translation*]

HON. CHAIRPERSON: You kindly speak on the Demand for Grant.

... (*Interruptions*)

HON. CHAIRPERSON: Kindly speak on the topic. I

* ... * English translation of this part of the speech originally delivered in Bengali.

... (*Interruptions*)

[*English*]

***SHRI ADHIR RANJAN CHOWDHURY:** Sir, Today in West Bengal, there is reign of terror. Such barbaric, brutal incidents have become the order of the day. People of the state are witness to spine-chilling violent murders. Therefore, it is my duty to draw the attention of the august House to this significant issue. * ... (*Interruptions*)

HON. CHAIRPERSON: You are a very senior Member and the Leader of a Party too. [*Translation*] You speak on the topic only.

... (*Interruptions*)

[*English*]

SHRI ADHIR RANJAN CHOWDHURY: Sir, I rise to intervene on the subject under discussion, which has already been vetted and examined by the concerned Standing Committee thoroughly. We have also revealed our own observation insofar as deficiencies and lacunae of this sector are concerned.

Sir, there is no doubt that the Government of India had embarked upon a massive evacuation effort so as to evacuate our stranded people, including students, from Ukraine. So, the Government, along with private airlines and Air Force, deserve to be applauded. In the same vein, I would like to flag the attention of this Government to the fact that the chaos and consternation with regard to the evacuation of stranded people could have been averted provided we had taken a little more proactive measures. I think, the situation was precarious. Given the intensity and the precarious situation prevailing over

* ...* English translation of this part of the speech originally delivered in Bengali.

there, the Government could have been more proactive. However, there is no doubt that it was a large-scale humanitarian approach taken together by the departments of Civil Aviation, Defence and External Affairs. It certainly deserves to be applauded. I would like to know from the hon. Minister *[Translation]* Are some people still left there who will have to be evacuated? Whether Operation Ganga is over or is it still going on? It would be good if you can provide information.

[English]

Hon. Chairperson, Sir, I do not want to harp on the same issues but tangentially, I would like to touch upon two-three pertinent points akin to the concerns of my esteemed colleagues. Although the Budget Estimates – 2023 show an increase in the budgetary allocation from Budget Estimates – 2020, 86.81 per cent of the Budget has been allocated towards the single purpose of servicing loans passed on to the SPV for the disinvestment of Air India. This leaves only 13.2 per cent of the Budget or Rs. 1407.09 crore for the MOCA. The allocation for R.E. – 2022 rose to Rs. 72,652 crore, of which, Rs. 68,501 crore was kept aside for the Air India disinvestment process. It is not my personal opinion.

I have already stated that the Standing Committee -- which had scrutinised every nook and corner of the civil aviation sector -- had pointed out that this is the situation. As far as the UDAN Scheme is concerned, this Scheme is a great connectivity scheme. There is no doubt about it. *[Translation]* But, the Airports Authority of India had given 948 routes to various bidders in its five-year term. *[English]* Out of the 948 routes, only 405 of these routes are operational as of December, 2021. This includes, sixty-five airports,

two water aerodrome, and eight heliports. It means that in five years, only 42.72 per cent of the objectives of this flagship scheme have been met since its inception. Again, I would like to point out that one out of four UDAN routes has been succeeded without Government's subsidy pointing to glaring lapses in the scheme's effectiveness and viability.

Now, I come to lack of industrial enthusiasm. This has also been observed. The MOCA floated 106 direct tourism routes for bidding, however, as of February, 2022, bids for only 46 tourism routes have been received and only 31 have been operationalised. This lack of enthusiasm from the Ministry and industry is a reflection of a failure of the UDAN Scheme. So, I think, the Government will certainly pay its due attention to this issue because it is a great connectivity approach that I have already admitted.

Insofar as security of civil aviation sector is concerned, I would like to bring to the attention of this Government that the DGCA, DCA, and AAIB have been allocated below their projected demands. Now, I come to the Information and Credit Rating Agency (ICRA) – Determination of Indian Aviation Industry.

The ICRA has stated that the sector's recovery is likely to remain weak with the domestic aviation industry expected to lose as much as Rs. 25,000 crore to Rs. 26,000 crore in the financial year – 2022. The losses have been attributed to three things in particular, that is, the effects of the pandemic, suspended state of international flights, and the state of rising aviation turbine fuel costs. The domestic airlines are expected to incur a loss of Rs. 14,000 crore to Rs. 16,000 crore in the financial year – 2023. Considering these, it is estimated that the industry requires an additional funding of approximately Rs. 20,000 crore to Rs. 22,000 crore between the financial year – 2022 and the

financial year 2024. The ICRA expects the Indian airline industry to hit a debt of Rs. 50,000 crore in the financial year – 2022. I do not know the exact situation. Therefore, I would like the hon. Minister to explain the observations made by ICRA.

Sir, there is no doubt of the fact that the aviation sector has been registering exponential growth which suggests there is a huge potentiality of this sector in our country. However, per capita availability of the aircraft is still poor. A number of issues are there that need to be rectified and amended. In this regard, I would like to draw the attention and also try to make some suggestion to the Ministry concerned that in India there is a wave of regulations that regulate various aspects of the aviation industry.

India is the world's fastest growing domestic aviation market. Therefore, it is expected that Indian carriers will need many new aircraft. India is, therefore, seen as an attractive market for aircraft manufacturers, financiers and lessors.

However, in the international aviation finance and lease practice, there exists uncertainty regarding the possibility to repossess, deregister and export an aircraft in case of default by an Indian airline or other operator. The Kingfisher episode reiterated this perception and sent a shockwave across the global finance and lease practice, bringing many negative reviews for India. This forced the financial world to take a more cautious approach towards Indian carriers. This has resulted in Indian airlines/operators being charged higher lease rentals/security deposits to make up for this transaction risk. Although the manner in which the shutting down of Jet Airways has been

managed by the Government is really commendable, there is still much work that needs to be done.

Now, I come to cut throat competition that is there in this field. Indian domestic aviation market is known as one of the most competitive and price sensitive markets. Indeed, it was recently pointed out by CAPA India that the competition dynamics of the Indian aviation market are not in line for long term viability of the sector. It is predicted by CAPA that India may witness consolidation of various domestic airlines into 2-3 groups or cartels, which may then come with its own legal complications from an anti-trust perspective.

There is a possibility of cartelisation in this sector which also need to be pre-empted and need to be addressed.

I will also suggest simplifying the regulatory structure. Various laws governing aviation be brought under one umbrella code that should have a non obstante clause, ensuring primacy of the specialized aviation code over other laws of the land.

Lastly, aviation industry in India is controlled and regulated by various regulators. For example, the Directorate General of Civil Aviation, the Airports Economic Regulatory Authority, Airports Authority of India, and the Bureau of Civil Aviation Security just for regulating one sector that is Aviation. The need of the hour is to amalgamate and merge all these regulators into one Civil Aviation Authority, which shall have the overall regulatory and superintendence oversight over the aviation industry. This will not only reduce the regulatory fatigue, which is often experienced by the industry but shall also serve as a single window clearance authority, thereby reducing the operational costs for the industry.

[Translation]

Sir, we all know that the ATF accounts for 40 percent of the operational cost, ATF is worsening the condition of our civil aviation. At least, ATF should be brought under the ambit of GST. Many of our members have also demanded it and I am also demanding the same.

Sir, the second thing is that more progress and growth made in this sector in our country, more we need pilots, technicians and skilled manpower. But we are not able to meet their demands. That's why we have to issue 40 percent of commercial pilot's license to people who have studied from abroad. The sector has a lot of potentiality, but we are not able to exploit the potentiality. That's why we should set up flying training institutes.

We should note that there is a need of more air traffic controllers in our country, the shortage of air traffic controllers is causing inconvenience. Many members here have raised the issue of flight fares. I definitely agree with Civil Aviation which says that the passenger has a contractual agreement with the service. It works on contract, so we do not need to interfere in it, but I do not think it appropriate that everything should be left to commercial enterprise in our country. This is a service and the common citizen of India takes part in this service. Therefore, it is our duty to make a regulation in this regard.

[English] In the name of commercialisation of service, we cannot allow those private players to fleece the common passengers of our country according to their own whims and fancies.

[Translation]

Sir, I come from West Bengal. There are two or three issues from there. There is an airport in Kolkata, W.Bengal. As of today, the condition of Kolkata is

that it will not be able to serve more passengers in the coming days. That's why a new airport should be built in Kolkata.

Second thing is that there is an airport named Bagdogra in West Bengal. Bagdogra connects with Bhutan, Sikkim, Nepal and North East. In our North Bengal, the area called chicken necks starts from Bagdogra. The Defence Ministry has declared a No Flying Zone in Bagdogra. They may have some problem, but a solution should be found out for the same, because there is no night landing facility there. In West Bengal, there are many airports for connectivity from Coochbehar to Malda, Balurghat, Ondal, Kalaikunda, which we call as brownfield Airports. I would request this Government to try to develop the brownfield Airports at Coochbehar, Malda, Balurghat and other places. I want to put one more small issue which is known to all of us that the whole world is adopting new technology. As the whole world has started adopting 5G technology. There was a hindrance in our flight to America due to 5G,. This problem has been resolved. We will have to get used to 5G. I want to know whether any problem is faced in our flights due to 5G or not? In this way, I want to raise two-three issues. I would like that the ILS specialist be given more attention. There are many airports where problem in landing is faced due to lack of ILS system.

19.53 hrs

(Hon. Speaker *in the Chair*)

That's why my contention is that there is a lot of potential for growth in the civil aviation sector and by paying attention to the potentiality of the civil aviation sector and utilising it properly, and involving the unemployed youth of our country, we can move forward. I conclude my speech with these words.

[English]

***SHRI VIJAYKUMAR ALIAS VIJAY VASANTH (KANYAKUMARI):** At the outset, I would like to thank you for giving me this opportunity to participate in the Demand for Grants in respect of the Ministry of Civil Aviation. Though Rs 10,667 crores have been allotted for civil aviation, only a mere 600 crores has been allotted for regional connectivity. A total of 9259 crores has been earmarked for financial restructuring of Air India. 92% of the allotted Budget has been allotted for Air India restructuring and I really wonder what is the role of Air India today. The Govt disinvested Air India and still we are pumping money for Air India and this reflects the shoddy deal the Govt has entered into. Unfortunately, we do not have a National carrier now and the recent developments in bringing back Indians from Ukraine exhibited how we are handicapped without an airline for us.

During the earlier mass evacuations from various war-torn countries, it was our pride Air India which safely carried home the stranded Indians. Let it be from Kuwait, Libya, and even Covid pandemic, it was the Air India which rendered its services to successfully evacuate people. We are still spending thousands of crores in the name of Air India which cannot be even used to bring back our young students from a war zone.

Though we are busy in privatization of domestic airports, the infrastructure of the airports remain the same without any improvement. I often use Thiruvananthapuram airport which is close to my constituency. The airport was handed over to a private party for operations and the facilities and other

* Speech was laid on the Table.

developmental activities of the airport remain the same. I would like to know from the Govt about the mechanism in place to monitor the private players to whom the airports are handed over. A mere 600 crores have been allotted for UDAN scheme, the much proclaimed dream scheme. Airports play a major role in the economic growth of our Nation and improving regional connectivity helps in business and tourism. Unfortunately, this Budget failed to explain us on how the Govt is planning to better air connectivity, especially between small cities. Out of 94 RCS-UDAN routes, only 22 remain in operation after their three year government subsidy period ended on 30 November 2021. This effectively means that only one out of four UDAN routes succeed without government subsidy, pointing to poor success rate. It is suggested that the subsidy scheme may be extended by another two years.

The Instrument Landing Systems (ILS) currently available across airports are not of adequate standards, leading to frequent security lapses, risky night landing and risky landing during monsoon season, etc. There is an urgent need that ILS should be upgraded. Indian freighters have handled less than 40% of air cargo in the last five years which means that the majority is handled by international freighters. This is despite the fact that the AAI Cargo Logistics and Allied Services Company Limited (AAICLAS) which was established in 2016 exclusively for business development of air cargo, logistics, and allied services at AAI airports. The Ministry is yet to introduce a seaplane policy, and the same is still under consultation with stakeholders. This is despite repeated recommendations of the Standing Committee on the need for such a policy in light of the vast network of rivers and lakes in India. Also today, passengers are forced to pay heavily for air tickets and one of the

reasons for the same is rising aviation fuel costs. We were expecting that the Govt would cut the excise duty on aviation fuel which would help the common man.

The theft from personal baggage of passengers is being reported in large scale across airports. After loading the baggage in baggage carriers from the belt the route till the aircraft is left un noticed by security. This needs to be monitored strictly.

As regards my Kanyakumari District, Tamil Nadu is concerned, it is located at the originating point of the Indian subcontinent. This district is famous for the confluence of three seas viz. Arabian Sea, Indian Ocean and Bay of Bengal. It is visited by large number of people from within the country and abroad throughout the year for its historical and tourism importance. But lack of an airport in my constituency is forcing people to face hurdles by landing in nearby airports and then travel by train or roads to reach the destination. Regarding the proposal of setting up of Kanniyakumari Airport, I understand that a team of AAI experts had visited Samithoppe and two other locations and found those are unsuitable due to various reasons. Another suitable site in the Samithoppe Village free from obstruction and limitation has been identified for development of the airport. Before pursuing the matter, the feasibility study of the site was conducted by private expert agencies and they found it suitable. I take this opportunity to request the hon'ble Minister to kindly depute an expert team of AAI to move forward the proposal. If this project comes to light, it will attract more domestic and foreign tourists through improved connectivity and promote more employment opportunities.

Another important issue I would like to submit is that the Kanyakumari District is prone to frequent natural calamities like heavy rain, flood, cyclone, etc., and it has always become a challenging task to evacuate the people who are struck in these calamities, and fishermen at sea are lost in the sea due to nature's fury. Rescue operations are often hampered due to the non-availability of helicopters in time. The reason for this is mainly because of the difficulty of making helicopters available from nearby stations. A heliport will help in saving the lives of fishermen who lose their way at sea, there has been a long pending demand for the construction of a helipad in the District to lift the affected people. I take this opportunity that the demand for a helipad in Kanyakumari District may kindly be considered on priority.

With these words, I conclude my speech. Thank you.

***SHRI JAGDAMBIKA PAL (DOMARIYAGANJ):** I would like to lay my views on the General Discussion on the Demands for Grants under the control of the Ministry of Ports, Shipping, and Waterways under the Union Budget of 2022-23, hence, I support the Union Budget of 2022-23 for Ministry of Ports, Shipping, and Waterways presented by the hon. Minister of Finance Smt. Nirmala Sitharaman on 1st February, 2022. It behoves me to mention that our beloved Prime Minister Shri Narendra Modi is the most popular global leader. Echoing the words of UK's PM Mr. Boris Johnson, I quote "there is one sun, there is one world, there is one Grid and there is one Narendra Modi. One man who has achieved absolutely extraordinary things for his country. Not only country, but for the world." Absolutely, Modi Ji is a global leader, a son of Bharat Mata who is born for Vishwakalyan!

India has a long coastline of about 7,517 km, with about 212 ports (12 Major and 200 Minor ports). Approximately ninety-five per cent of the country's trade by volume, and sixty eight per cent by value, is moved through maritime transport. The total expenditure on the Ministry of Ports, Shipping, and Waterways for 2022-23 is estimated at Rs 1,710 crore. This is eight per cent higher than the revised estimates for 2021-22. In 2022-23, capital expenditure is estimated at Rs 574 crore (34 per cent) while revenue expenditure is estimated at Rs 1,135 crore (66 per cent). Between 2011-12 and 2020-21, the average share of capital expenditure was 17 per cent of the total allocation. In 2021-22, 38 per cent of the Ministry's spending is estimated to be on capital expenditure.

* Speech was laid on the Table.

The Prime Minister on March 02, 2021, inaugurated the 'Maritime India Summit 2021' and 486 MoUs were signed for Maritime India Summit 2021 by 22 Maritime Ports/Agencies/Authorities for INR 3.39 lakh crore across different subsectors. A compendium of 400 Investible Projects for INR 2.24 lakh crore for investment was released for the Summit. Maritime India Vision 2030 was formulated by the Ministry with the objective of propelling India to the fore-front of the Global Maritime Sector in the next decade. Detailed discussions involving 350+ stakeholders from all parts of the maritime sector viz. ports, shipyards, inland waterways, trade bodies & associations, ministries, legal experts, national and international industry experts were undertaken. Substantial deliberations and ideations running over More than 250 different brainstorming sessions, study of 100+, global benchmarks & best-in-class examples, and analysis of 50+ Acts and Laws (including state & environmental) have led to the development of MIV 2030. Over 150 initiatives covering 515 key activities across 10 themes encompassing all the facets of the maritime sector have been identified to form the building blocks for the future of the Indian Maritime Sector. MIV 2030 envisions an overall investment of INR 3,00,000 - 3,50,000 Crore across ports, shipping, and in-land waterways categories. This Investment amount excludes projects already under the implementation stage as part of the Sagarmala project. This vision roadmap is estimated to help unlock INR 20,000+ Crore worth of potential annual revenue for Indian Ports. Further, it is expected to create an additional 20,00,000+ jobs (direct and non-direct) in the Indian maritime sector.

The Sagarmala programme is the flagship programme of the Ministry of Ports, Shipping, and Waterways to promote port-led development in the

country through harnessing India's 7,500 km long coastline, 14,500 km of potentially navigable waterways and strategic location on key international maritime trade routes. The main vision of the Sagarmala Programme is to reduce logistics costs for EXIM and domestic trade with minimal infrastructure investment. As a part of the Sagarmala Programme, more than 800 projects at an estimated cost of around 5.54 lakh crore have been identified for implementation from 2015 to 2035. Sagarmala projects include projects from various categories such as modernization of existing ports and terminals, new ports, terminals, RoRo & tourism jetties, enhancement of port connectivity, inland waterways, lighthouse tourism, industrialization around the port, skill development, technology centres, etc. These projects are broadly classified into five pillars of Sagarmala. Implementation of the projects under Sagarmala is to be done by the Central Line Ministries, State Maritime Boards, Major Ports, and SPV preferably through the private sector and through Public private Partnership (PPP) wherever feasible.

Regulatory amendment through the Inland Vessels Act, 2021, replaced the over 100 years old Inland Vessels Act, 1917 (1 of 1917) and ushered in a new era in the inland water transport sector. The objective of the Act is to promote economical, safe transportation and trade through inland waters. It will ensure transparency and accountability in the administration of inland water transportation and promote the ease of doing business. Augmentation in navigation capacity of National Waterway-1 (NW-1) is being implemented since 2018 through the Jal Marg Vikas Project from Varanasi to Haldia stretch of Ganga-Bhagirathi-Hooghly River System to enable large barge movements. Construction of multi-modal terminals at Varanasi and Sahib Ganj has been

completed and that of the multimodal terminal at Haldia and the Navigational Lock at Farakka has achieved substantial progress. The other projects such as the comprehensive development of NW-2 and NW-16 and Indo-Bangladesh Protocol (IBP) route are proposed to be undertaken for a period of 5 years at a cost of Rs. 461 crores and Rs.145.29 crores respectively, from 2020-21 to 2024-25.

We are all citizens of India that is Bharat. India is on its way to be a Vishwaguru. We should have confidence in India's future. We should have faith in ourselves. We should have trust in our own hands and in our own brains. Let us fulfil our duty and contribute to nation-building. Come, let us together resolve today to build a united, strong, prosperous and caring India. Come, let us make 'Bharat Atmanirbhar'. Come, let us make 'Bharat Atmanirbhar'.

Jai Hind!

I, therefore, strongly support the Demands for Grants under the control of the Ministry of Ports, Shipping, and Waterways under the Union Budget of 2022-23.

[Translation]

HON. SPEAKER: The House stands adjourned to meet again at 11:00 a.m. on Wednesday, the 23rd March, 2022.

[English]

19.54 hrs

*The Lok Sabha then adjourned till Eleven of the Clock on
Wednesday, March 23, 2022/Chaitra 2, 1944 (Saka)*

INTERNET

The Original version, English version and Hindi Version of Lok Sabha proceedings are available on Parliament of India Website at the following address:

<https://sansad.in/ls>

LIVE TELECAST OF PROCEEDINGS OF LOK SABHA

Lok Sabha proceedings are telecast live on Sansad TV Channel. Live telecast begins at 11 A.M. every day the Lok Sabha sits till the adjournment of the House.

©2022 By Lok Sabha Secretariat

Published under Rules 379 and 382 of the Rules of Procedure and Conduct of Business in
Lok Sabha (Sixteenth Edition)
