

## CONTENTS

**Fifteenth Series, Vol. XXXVII, Fifteenth Session, 2014/1935 (Saka)  
No. 16, Wednesday, February 12, 2014/Magha 23, 1935 (Saka)**

<u>SUBJECT</u>	<u>PAGES</u>
<b>ORAL ANSWER TO QUESTION</b>	
* Starred Question No. 301	2-6
<b>WRITTEN ANSWERS TO QUESTIONS</b>	
Starred Question Nos. 302 to 320	7-93
Unstarred Question Nos. 3309 to 3315, 3317 to 3532 and 3534 to 3538	94-706

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\* 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.

**ANNOUNCEMENT BY THE SPEAKER**

Motion of No-Confidence in Council  
of Ministers

707

**PAPERS LAID ON THE TABLE**

708-718

**COMMITTEE ON PRIVATE MEMBERS' BILLS  
AND RESOLUTIONS**

38<sup>th</sup> Report

719

**COMMITTEE ON PETITIONS**

33<sup>rd</sup> and 34<sup>th</sup> Reports

719

**COMMITTEE ON SUBORDINATE LEGISLATION**

38<sup>th</sup> Report

719

**STANDING COMMITTEE ON INFORMATION  
TECHNOLOGY**

52<sup>nd</sup> and 53<sup>rd</sup> Reports

720

**STANDING COMMITTEE ON DEFENCE**

(i) 21<sup>st</sup> Report

(ii) Statement

720

**STANDING COMMITTEE ON CHEMICALS AND  
FERTILIZERS**

44<sup>th</sup> Report

721

**STATEMENTS BY MINISTERS**

- (i) Constitution of a Task Force to address the issues regarding scheduling of communities as Scheduled Tribes and related matters

Shri V. Kishore Chandra Deo

722

- (ii) Status of implementation of recommendations contained in the 25<sup>th</sup> Report of the Standing Committee on Urban Development on Demands for Grants (2013-14), pertaining to the Ministry of Housing and Urban Poverty Alleviation

Shrimati Deepa Dasmunsi

723

- (iii) Status of implementation of recommendations contained in the 69<sup>th</sup> and 77<sup>th</sup> Reports of the Standing Committee on Finance on Demands for Grants (2013-14), pertaining to the Ministry of Planning

Shri Rajeev Shukla

772

**INTERIM RAILWAY BUDGET, 2014-15**

724-761

**DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 2013-14**

763

**MATTERS UNDER RULE 377**

764-771

- (i) Need to set up a new Kendriya Vidyalaya at Sambalpur in Odisha

Shri Amarnath Pradhan

764

- (ii) Need to declare and develop Gingee town in Villupuram district in Tamil Nadu as a tourist centre

Shri M. Krishnaswamy

764-765

- (iii) Need to provide stoppage of trains at Beawar railway station in Rajsamand parliamentary constituency, Rajasthan

Shri Gopal Singh Shekhawat

765

- (iv) Need to address the problems of rubber farmers distressed due to steep fall in procurement price of rubber
- Shri M.I. Shanavas
- 766
- (v) Need to impress upon Damodar Valley Corporation to undertake development works under its Corporate Social Responsibility Programme in Chandrapura, Bokaro and Konar dam area in Jharkhand
- Shri Ravindra Kumar Pandey
- 767
- (vi) Need to frame a National Crop Insurance Scheme providing a better insurance cover to farmers in the country
- Shri Ganesh Singh
- 767-768
- (vii) Need to include people belonging to Khetauri, Ghatwal-Ghatwar and other communities of Santhal Pargana region in Jharkhand in the list of Scheduled Tribes
- Shri Nishikant Dubey
- 768-769
- (viii) Need to frame a national policy for the welfare of the farmers in the country
- Shri Danve Raosaheb Patil
- 769
- (ix) Need to enact stringent laws to tide over the menace of human trafficking in the country
- Shri Sudarshan Bhagat
- 770
- (x) Need to ensure payment of rent and compensation for land and fruit bearing orchards respectively in Anantnag Parliamentary Constituency, Jammu and Kashmir
- Dr. Mirza Mehboob Beg
- 771

**ANNEXURE – I**

Member-wise Index to Starred Questions	774
Member-wise Index to Unstarred Questions	775

**ANNEXURE – II**

Ministry-wise Index to Starred Questions	779
Ministry-wise Index to Unstarred Questions	780

**OFFICERS OF LOK SABHA**

**THE SPEAKER**

Shrimati Meira Kumar

**THE DEPUTY SPEAKER**

Shri Karia Munda

**PANEL OF CHAIRMEN**

Shri Basu Deb Acharia

Shri P.C. Chacko

Shrimati Sumitra Mahajan

Shri Inder Singh Namdhari

Shri Francisco Cosme Sardinha

Shri Arjun Charan Sethi

Dr. Raghuvansh Prasad Singh

Dr. M. Thambidurai

Shri Satpal Maharaj

Shri Jagdambika Pal

**SECRETARY GENERAL**

Shri S. Bal Shekar

**LOK SABHA DEBATES**

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LOK SABHA

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Wednesday, February 12, 2014/Magha 23, 1935 (Saka)

The Lok Sabha met at Eleven of the Clock

[MADAM SPEAKER in the Chair]

MADAM SPEAKER: Question No. 301 – Shri K.P. Dhanapalan.

**(Q.No.301).**

SHRI K. P. DHANAPALAN : Q.No.301.

... (Interruptions)

**11.02 hrs**

*At this stage, Shri K.Bapiraju, Shri Adhi Sankar, Shri P. Kumar and some other hon. Members came and stood on the floor near the Table.*

... (Interruptions)

MADAM SPEAKER: The House stands adjourned to meet again at 12 noon.

**11.03 hrs**

*The Lok Sabha then adjourned till Twelve of the Clock.*

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**12.00 hrs**

*The Lok Sabha re-assembled at Twelve of the Clock.*

*(Madam Speaker in the Chair)*

*... (Interruptions)*

**12.0 ¼ hrs**

*At this stage, Shri K. Bapiraju, Dr. Botcha Jhansi Lakshmi, Dr. N. Sivaprasad and some other hon. Members came and stood on the floor near the Table.*

*... (Interruptions)*

**12.0 ½ hrs**

**ANNOUNCEMENT BY THE SPEAKER  
Motion of No-Confidence in Council of Ministers**

MADAM SPEAKER: Hon. Members, I have received three notices of Motion of No-Confidence in the Council of Ministers from Sarvashri R. Sambasiva Rao, Modugula Venu Gopala Reddy, M. Rajamohan Reddy. I am duty bound to bring the notices before the House. Unless the House is in order, I will not be in a position to count the 50 Members who have to stand in their assigned places so that I can ascertain as to whether the leave has been granted or not. Therefore, I request all of you to go back to your seats.

*... (Interruptions)*

MADAM SPEAKER: Kindly go back to your seats.

*... (Interruptions)*

MADAM SPEAKER: Since the House is not in order, I will not be able to bring the notices before the House.

*... (Interruptions)*

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**12.02 hrs****PAPERS LAID ON THE TABLE**

MADAM SPEAKER: Now, Papers to be laid on the Table.

... (*Interruptions*)

THE MINISTER OF COMMUNICATIONS AND INFORMATION TECHNOLOGY AND MINISTER OF LAW AND JUSTICE (SHRI KAPIL SIBAL): I beg to lay on the Table a copy of Notification No. O.N. 3(E) (Hindi and English versions) published in Gazette of India dated 13<sup>th</sup> January, 2014, making certain amendments in Schedule-II and Schedule-XXVIII of the Delimitation of Parliamentary and Assembly Constituencies Order, 2008, relating to the State of Uttar Pradesh to give adequate representation to the Scheduled Castes and Scheduled Tribes as envisaged in the Constitution under sub-section (3) of Section 6 of the Readjustment of Representation of Scheduled Castes and Scheduled Tribes in Parliamentary and Assembly Constituencies (Third) Ordinance, 2013.

[Placed in Library, See No. LT 10705/15/14]

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): On behalf of Dr. Girija Vyas, I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Central Government Employees Welfare Housing Organisation, New Delhi, for the year 2012-2013, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Government Employees Welfare Housing Organisation, New Delhi, for the year 2012-2013.

[Placed in Library, See No. LT 10706/15/14]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Lakshadweep Building Development Board, Kavaratti, for the year 2012-2013, alongwith Audited Accounts.

[Placed in Library, See No. LT 10707/15/14]

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Lakshadweep Building Development Board, Kavaratti, for the year 2012-2013.

- (3) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library, See No. LT 10708/15/14]

THE MINISTER OF STATE OF THE MINISTRY OF DEVELOPMENT OF NORTH EASTERN REGION AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI PABAN SINGH GHATOWAR): I beg to lay on the Table a copy each of the following statements (Hindi and English versions) showing Action Taken by the Government on the assurances, promises and undertakings given by the Ministers during various sessions of Thirteenth, Fourteenth and Fifteenth Lok Sabhas:-

THIRTEENTH LOK SABHA

1. Statement No. 35 Tenth Session, 2002

[Placed in Library, See No. LT 10709/15/14]

FOURTEENTH LOK SABHA

2. Statement No. 29 Third Session, 2004

[Placed in Library, See No. LT 10710/15/14]

3. Statement No. 29 Fourth Session, 2005

[Placed in Library, See No. LT 10711/15/14]

4. Statement No. 29  
Seventh Session, 2006  
[Placed in Library, See No. LT 10712/15/14]
5. Statement No. 25  
Ninth Session, 2006  
[Placed in Library, See No. LT 10713/15/14]
6. Statement No. 22  
Thirteenth Session, 2008  
[Placed in Library, See No. LT 10714/15/14]
7. Statement No. 16  
Fifteenth Session, 2009  
[Placed in Library, See No. LT 10715/15/14]

#### FIFTEENTH LOK SABHA

8. Statement No. 18  
Second Session, 2009  
[Placed in Library, See No. LT 10716/15/14]
9. Statement No. 16  
Third Session, 2009  
[Placed in Library, See No. LT 10717/15/14]
10. Statement No. 16  
Fourth Session, 2010  
[Placed in Library, See No. LT 10718/15/14]
11. Statement No. 13  
Fifth Session, 2010  
[Placed in Library, See No. LT 10719/15/14]
12. Statement No. 12  
Sixth Session, 2010  
[Placed in Library, See No. LT 10720/15/14]
13. Statement No. 10  
Seventh Session, 2011  
[Placed in Library, See No. LT 10721/15/14]
14. Statement No. 10  
Eighth Session, 2011  
[Placed in Library, See No. LT 10722/15/14]
15. Statement No. 9  
Ninth Session, 2011  
[Placed in Library, See No. LT 10723/15/14]
16. Statement No. 8  
Tenth Session, 2012  
[Placed in Library, See No. LT 10724/15/14]
17. Statement No. 6  
Eleventh Session, 2012  
[Placed in Library, See No. LT 10725/15/14]

18. Statement No. 5 Twelfth Session, 2012  
[Placed in Library, See No. LT 10726/15/14]
19. Statement No. 4 Thirteenth Session, 2013  
[Placed in Library, See No. LT 10727/15/14]
20. Statement No. 2 Fourteenth Session, 2013  
[Placed in Library, See No. LT 10728/15/14]

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE PRIME MINISTER'S OFFICE (SHRI V. NARAYANASAMY): I beg to lay on the Table:-

- (1) A copy of the Notification No. S.O. 119(E) (Hindi and English versions) published in Gazette of India dated 16<sup>th</sup> January, 2014, notifying the 16<sup>th</sup> day of January, 2014 as the date on which the provisions of the Lokpal and Lokayuktas Act, 2013 shall come into force issued under sub-section (4) of Section 1 of the said Act.

[Placed in Library, See No. LT 10729/15/14]

- (2) A copy of the Search Committee (Constitution, Terms and Conditions of appointment of members and the manner of selection of Panel of Names for appointment of Chairperson and Members of Lokpal) Rules, 2014 (Hindi and English versions) published in Notification No. G.S.R. 31(E) in Gazette of India dated 24<sup>th</sup> December, 2013 under Section 61 of the Lokpal and Lokayuktas Act, 2013.

[Placed in Library, See No. LT 10730/15/14]

MADAM SPEAKER: Item No.6, Shri Jitin Prasada -- not present.

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DR. SHASHI THAROOR): I beg to lay on the Table:-

- (1)
  - (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Bhubaneswar, Bhubaneswar, for the year 2012-2013.
  - (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Bhubaneswar, Bhubaneswar, for the year 2012-2013, together with Audit Report thereon.
  - (iii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Bhubaneswar, Bhubaneswar, for the year 2012-2013.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 10731/15/14]

- (3)
  - (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technical Teachers Training and Research, Chandigarh, for the year 2012-2013, alongwith Audited Accounts.
  - (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technical Teachers Training and Research, Chandigarh, for the year 2012-2013.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library, See No. LT 10732/15/14]

- (5)
  - (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technical Teachers Training and Research, Kolkata, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technical Teachers Training and Research, Kolkata, for the year 2012-2013.

(6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library, See No. LT 10733/15/14]

(7) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technical Teachers Training and Research, Bhopal, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technical Teachers Training and Research, Bhopal, for the year 2012-2013.

(8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library, See No. LT 10734/15/14]

(9) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Warangal, Warangal, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Warangal, Warangal, for the year 2012-2013.

(10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library, See No. LT 10735/15/14]

(11) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Karnataka, Surathkal, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Karnataka, Surathkal, for the year 2012-2013.

(12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

[Placed in Library, See No. LT 10736/15/14]

(13) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Raipur, Raipur, for the year 2012-2013.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the National Institute of Technology Raipur, Raipur, for the year 2012-2013, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Raipur, Raipur, for the year 2012-2013.

(14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.

[Placed in Library, See No. LT 10737/15/14]

(15) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Delhi, New Delhi, for the year 2012-2013.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology Delhi, New Delhi, for the year 2012-2013, together with Audit Report thereon.



(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Delhi, New Delhi, for the year 2012-2013.

(16) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.

[Placed in Library, See No. LT 10738/15/14]

(17) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Ropar, Ropar, for the year 2012-2013.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Ropar, Ropar, for the year 2012-2013.

(18) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (17) above.

[Placed in Library, See No. LT 10739/15/14]

(19) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Indore, Indore, for the year 2012-2013.

(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Indore, Indore, for the year 2012-2013.

(20) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (19) above.

[Placed in Library, See No. LT 10740/15/14]

(21) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Meghalaya, Shillong, National Institute of Technology Meghalaya, Shillong, for the years 2010-2011 and 2011-2012.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the National Institute of Technology Meghalaya, Shillong, for the years 2010-2011 and 2011-2012, together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Meghalaya, Shillong, for the years 2010-2011 and 2011-2012.

(22) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (21) above.

[Placed in Library, See No. LT 10741/15/14]

(23) (i) A copy of the Annual Report (Hindi and English versions) of the Visvesvaraya National Institute of Technology, Nagpur, for the year 2012-2013, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Visvesvaraya National Institute of Technology, Nagpur, for the year 2012-2013.

(24) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (23) above.

[Placed in Library, See No. LT 10742/15/14]

(25) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Puducherry, Puducherry, for the year 2011-2012, alongwith Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Puducherry, Puducherry, for the year 2011-2012.

(26) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (25) above.

[Placed in Library, See No. LT 10743/15/14]

- (27) (i) A copy of the Annual Report (Hindi and English versions) of the Maulana Azad National Institute of Technology, Bhopal, for the year 2012-2013.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Maulana Azad National Institute of Technology, Bhopal, for the year 2012-2013, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Maulana Azad National Institute of Technology, Bhopal, for the year 2012-2013.
- (28) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (27) above.
- [Placed in Library, See No. LT 10744/15/14]
- (29) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Technology Silchar, Cachar, for the year 2012-2013, alongwith Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Institute of Technology Silchar, Cachar, for the year 2012-2013.
- (30) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (29) above.
- [Placed in Library, See No. LT 10745/15/14]
- (31) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Kanpur, Kanpur, for the year 2012-2013.
- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Kanpur, Kanpur, for the year 2012-2013.

- (32) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (31) above.

[Placed in Library, See No. LT 10746/15/14]

- (33) (i) A copy of the Annual Report (Hindi and English versions) of the Kendriya Vidyalaya Sangathan, New Delhi, for the year 2012-2013.  
(ii) A copy of the Annual Accounts (Hindi and English versions) of the Kendriya Vidyalaya Sangathan, New Delhi, for the year 2012-2013, together with Audit Report thereon.  
(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Kendriya Vidyalaya Sangathan, New Delhi, for the year 2012-2013.

- (34) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (33) above.

[Placed in Library, See No. LT 10747/15/14]

- (35) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology Patna, Patna, for the year 2012-2013.  
(ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology Patna, Patna, for the year 2012-2013.

- (36) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (35) above.

[Placed in Library, See No. LT 10748/15/14]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): I beg to lay on the Table:-

- (1) A copy of the Annual Report (Hindi and English versions) of the Construction Industry Development Council, New Delhi, for the year 2012-2013, alongwith Audited Accounts.
- (2) A copy of the Review (Hindi and English versions) by the Government of the working of the Construction Industry Development Council, New Delhi, for the year 2012-2013.

[Placed in Library, See No. LT 10748A/15/14]

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): I beg to lay on the Table:-

- (1)
  - (i) A copy of the Annual Accounts (Hindi and English versions) of the Delhi Development Authority, New Delhi, for the year 2012-2013, together with Audit Report thereon.
  - (ii) A copy of the Review (Hindi and English versions) by the Government on the Audited Accounts of the Delhi Development Authority, New Delhi, for the year 2012-2013.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 10749/15/14]

- (3) A copy of the Recruitment of Lower Division Clerk-cum-Typist (English/Hindi), 2011 (Revised) (Hindi and English versions) published in Notification No. G.S.R. 789(E) in Gazette of India dated 24<sup>th</sup> December, 2013 under Section 58 of the Delhi Development Act, 1957.

[Placed in Library, See No. LT 10750/15/14]

(4) A copy of the Notification No. S.O. 1(E) (Hindi and English versions) published in Gazette of India dated 1<sup>st</sup> January, 2014, notifying charges for availing Additional Floor Area ratio in respect of farmhouses in the Low Density Residential Area policy published vide Notification No. S.O. 1199(E) dated 10<sup>th</sup> May, 2013, issued under Section 57 of the Delhi Development Act, 1957.

[Placed in Library, See No. LT 10751/15/14]

(5) A copy of the Notification No. S.O. 3598(E) (Hindi and English versions) published in Gazette of India dated 7<sup>th</sup> December, 2013, containing corrigendum to the Notification No. S.O. No. 2272(E) dated 21<sup>st</sup> September, 2012 under Section 57 of the Delhi Development Act, 1957.

[Placed in Library, See No. LT 10752/15/14]

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS AND INFORMATION TECHNOLOGY (DR. KRUPARANI KILLI): I beg to lay on the Table:-

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of Section 619A of the Companies Act, 1956:-

(a) (i) Review by the Government of the working of the Mahanagar Telephone Nigam Limited, New Delhi, for the year 2012-2013.

(ii) Annual Report of the Mahanagar Telephone Nigam Limited, New Delhi, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library, See No. LT 10753/15/14]

- (b) (i) Review by the Government of the working of the Bharat Sanchar Nigam Limited, New Delhi, for the year 2012-2013.
- (ii) Annual Report of the Bharat Sanchar Nigam Limited, New Delhi, for the year 2012-2013, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library, See No. LT 10754/15/14]

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**12.03 hrs****COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS  
38<sup>th</sup> Report**

श्री कड़िया मुंडा (खूंटी): अध्यक्ष महोदया, मैं गैर-सरकारी सदस्यों के विधेयकों तथा संकल्पों संबंधी समिति का 38वां प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूँ।

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**12.03 ¼ hrs****COMMITTEE ON PETITIONS  
33<sup>rd</sup> and 34<sup>th</sup> Reports**

श्री अनंत गंगाराम गीते (रायगढ़): अध्यक्ष महोदया, मैं याचिका समिति के निम्नलिखित प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूँ :--

- (1) पर्यावरण और वन मंत्रालय द्वारा जारी दिनांक 18.5.2012 के का.ज्ञा. के गलत निर्वचन के बारे में श्री निशिकांत एन. भोजने से प्राप्त अभ्यावेदन से संबंधित 33वां प्रतिवेदन।
  - (2) कोयला खान स्कूलों के अध्यापकों को उच्चतर वेतनमान दिए जाने के बारे में श्री बी.के.सिंह महासचिव, कोयला खदान शिक्षक मोर्चा से प्राप्त तथा श्री जॉर्ज फर्नांडिस, पूर्व-संसद सदस्य, लोक सभा द्वारा अग्रेषित प्रत्यावेदन के बारे में समिति के 26वें प्रतिवेदन, 14वीं लोक सभा में याचिका समिति द्वारा की गई सिफारिशों पर सरकार द्वारा की-गई-कार्यवाही संबंधी 34वां प्रतिवेदन।
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**12.03 ½ hrs****COMMITTEE ON SUBORDINATE LEGISLATION  
38<sup>th</sup> Report**

SHRI P. KARUNAKARAN (KASARGOD): I beg to present the 38<sup>th</sup> Report (Hindi and English versions) of the Committee on Subordinate Legislation.

... (Interruptions)

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**12.04 hrs****STANDING COMMITTEE ON INFORMATION TECHNOLOGY  
52<sup>nd</sup> and 53<sup>rd</sup> Reports**

DR. THOKCHOM MEINYA (INNER MANIPUR): I beg to present the following Reports (Hindi and English versions) of the Standing Committee on Information Technology:-

- (1) 52nd Report of the Committee on Information Technology (2013-14) on the subject 'Cyber Crime, Cyber Security and Right to Privacy' relating to Ministry of Communications and Information Technology (Department of Electronics and Information Technology)
  - (2) 53rd Report of the Committee on Information Technology (2013-14) on the subject 'Norms for setting up of telecom towers, its harmful effects and setting up of security standards in expansion of telecom facilities' relating to Ministry of Communications and Information Technology (Department of Telecommunications)
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**12.04 ½ hrs****STANDING COMMITTEE ON DEFENCE****(i) 21<sup>st</sup> Report**

श्री राज बब्बर (फ़िरोज़ाबाद): अध्यक्ष महोदया, मैं “सैनिक स्कूलों के कार्यकरण की निर्णायक समीक्षा” के बारे में 16वें प्रतिवेदन (15वीं लोक सभा) में अंतर्विष्ट सिफारिशों/टिप्पणियों पर सरकार द्वारा की-गई-कार्यवाही के बारे में रक्षा संबंधी स्थायी समिति का 21वां प्रतिवेदन (हिन्दी तथा अंग्रेजी संस्करण) प्रस्तुत करता हूँ।

**(ii) Statement**

श्री राज बब्बर : अध्यक्ष महोदया, मैं “तटरक्षक संगठन का कार्यनिष्पादन” के बारे में समिति (15वीं लोक सभा) के 13वें प्रतिवेदन में अंतर्विष्ट सिफारिशों/टिप्पणियों पर सरकार द्वारा की-गई-कार्यवाही के बारे में रक्षा संबंधी स्थायी समिति (15वीं लोक सभा) के 17वें प्रतिवेदन के अध्याय-एक में अंतर्विष्ट सिफारिशों/टिप्पणियों पर सरकार द्वारा आगे की-गई-कार्यवाही को दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ।

**12.05 hrs****STANDING COMMITTEE ON CHEMICALS AND FERTILIZERS****44<sup>th</sup> Report**

SHRI GOPINATH MUNDE (BEED): Madam, I beg to present the 44<sup>th</sup> Report (Hindi and English versions) on Action Taken by the Government on the Observations/Recommendations contained in the 39<sup>th</sup> Report (15<sup>th</sup> Lok Sabha) on ‘Pricing of Fertilizers’ of Department of Fertilizers of the Standing Committee on Chemicals and Fertilizers (2013-14).

**12.05 ½ hrs**

**STATEMENTS BY MINISTERS**

**(i) Constitution of a Task Force to address the issues regarding scheduling of communities as Scheduled Tribes and related matters \***

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF PANCHAYATI RAJ (SHRI V. KISHORE CHANDRA DEO): Madam, over the years, there have been a large number of proposals for scheduling of communities as Scheduled Tribes. Government of India on 15.6.1999, further amended on 25.6.2002, has laid down the modalities for determining the claims for inclusion in, exclusion from and other modification in the Orders specifying lists of SCs/STs. According to these modalities, only those proposals, which have been recommended and justified by the concerned State Government, and concurred with by the Registrar General of India (RGI) and the National Commission for Scheduled Tribes (NCST), are to be considered for amendment of legislation.

The proposals have been processed in this Ministry according to the approved modalities. However, a final conclusion could not be reached on many of the proposals on account of complex factors such as spelling differences, phonetic variations, migrants issues, ethnographic/justification issues.

I would like to inform the House that I have constituted a Task Force under the Chairmanship of Secretary, Tribal Affairs, to address the issues regarding scheduling of communities, and make a report on its findings.

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\* Laid on the Table and also placed in Library. See No. LT 10755/15/14

The task force will examine the various observations of National Commission for Scheduled Tribes (NCST), Registrar General of India (RGI) and claims of State Governments, in respect of proposals for inclusion of communities in the STs list(s), and with regard to the existing criteria/system/procedure of inclusion/exclusion of communities; and suggest measures, if needed, for improving and streamlining the system and procedures.

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**12.06 hrs****(ii) Status of implementation of recommendations contained in the 25<sup>th</sup> Report of the Standing Committee on Urban Development on Demands for Grants (2013-14), pertaining to the Ministry of Housing and Urban Poverty Alleviation\***

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRIMATI DEEPA DASMUNSI): Madam, on behalf of Dr. Girija Vyas, I rise to lay this statement in pursuance of the Direction 73A of the Hon. Speaker, Lok Sabha which reads as under:

“The Minister concerned shall make once in six months a statement in the House regarding the status of implementation of recommendations contained in the Reports of Departmentally Related Standing Committees of Lok Sabha with regard to his Ministry”

I would like to inform the hon. Members of the House that the 25<sup>th</sup> Report of the Standing Committee of the 15<sup>th</sup> Lok Sabha on Urban Development was presented to Lok Sabha on 23<sup>rd</sup> April, 2013. The Report contains 15 recommendations. Latest status of Action Taken by the Government has been indicated against each recommendation in the enclosed statement. Action Taken Notes on these recommendations as prevailing in July, 2013 were sent to the Standing Committee on Urban Development on 11.07.2013.

Madam Speaker, I would like to inform the hon. Members that further follow up action wherever necessary will be taken, in respect of these recommendations.

The Annexure to this statement is laid on the Table of the House.

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\* Laid on the Table and also placed in Library. See No. LT 10756/15/14

**12.08 hrs**

**INTERIM RAILWAY BUDGET, 2014-15**

MADAM SPEAKER: Now hon. Railway Minister Shri Mallikarjun Kharge will present the Interim Railway Budget for 2014-15.

THE MINISTER OF RAILWAYS AND MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MALLIKARJUN KHARGE): Madam Speaker, I rise to present before this august House the Revised Estimates for 2013-14 and the Estimated Receipts and Expenditure for 2014-15

सादिक हूँ अपने कौल में गालिब खुदा गवाह।

लिखता हूँ सच कि " झूठ की आदत नहीं मुझे॥

The Estimates for 2014-15 are for the whole year, but, at present I seek from the august House a 'vote-on-account', sufficient to cover the estimated expenditure for the first four months of the fiscal. The Hon'ble Members are aware that requirements for the remaining part of the year would be voted later, separately.

This is my maiden Budget under the inspiring guidance of the Hon'ble Prime Minister and Chairperson UPA, to whom I am grateful for the responsibility entrusted to me. I also wish to profusely thank the Finance Minister for his continued support and encouragement to the Railways, underlined further by his recent gesture of providing additional budgetary support for meeting pressing requirements of a few national projects during the current fiscal.

Madam Speaker, the name of Indian Railways evokes fond childhood memories amongst all of us who have grown with this beautiful system. Railways influence all aspects of our lives and untiringly carry people and materials to every

nook and corner of the country. Its role in national integration by providing low cost connectivity from Kashmir to Kanyakumari on one hand and Arunachal, Mizoram and Tripura to Gujarat on the other, is unparalleled.

As an organization, Railwaymen take pride in serving the nation, braving snow, torrential rains, floods and desert storms on the one hand and misdirected public or terrorist wrath on the other. Madam, I have hardly spent eight months with Railways but I confess that I have an inner feeling of a lifelong association. It is my firm view that this pan Indian organization needs careful nurturing to help it better serve the people and play its role in building the nation.

During my short stewardship of the Indian Railways, I have been flooded with requests for new projects of New Lines, Gauge Conversion, Doubling and new Factories, new trains, and suggestions for improving the services of the system. While Railways continue to deliver services ungrudgingly in spite of constraints of resources, both physical and financial, it is high time that we take a serious note of its urgent investment and other needs. Railways are a strong engine of development and help mainstreaming our citizens in less developed areas of the country. Therefore, it is critical for the Railways itself to be restored to a more central place in the national planning.

As the UPA II Government completes its five years journey in May this year, it is time to take stock of Indian Railways' achievements and also lay the road map for the organization. I would like to share some of the key recent initiatives, which have led to build up of confidence of our countrymen and instilled a sense of pride amongst a committed railway workforce of about 14 lakh persons:

- i. National Project of Kashmir witnessed a major landmark last June, when 11.2 km long tunnel linking Banihal with Qazigund in the valley became operational. The tunnel, which is an engineering marvel, has reduced the distance from 35 km to 17.5

km., provides an all-season means of transport for the local population and is proving a boon for the inhabitants. Also, construction on Udhampur – Katra section, which will enable lakhs of pilgrims from all over the country to reach foothills to Vaishno Devi shrine directly, has been completed and trial runs have started. We expect to run passenger services up to Katra very shortly;

ii. During the XI Plan period, the targets for newlines, doubling and electrification were exceeded. Railways completed 2,207 km of newlines against target of 2,000 km, doubling of 2,758 km against 2,500 km and electrification of 4,556 km against a target of 4,500 km. During the 12th Five Year Plan period, Indian Railways infrastructure will further expand to reach the hinterland and frontiers of our nation;

iii. Similarly, rolling stock acquisition also surpassed the targets and 64,875 wagons were acquired against target of 62,000, a total of 1,288 diesel locos were produced against 1,019, and 1,218 electric locos against a target of 1,205;

iv. Initiatives taken for construction of two dedicated freight corridors on the eastern and western routes would lead to strategically critical capacity augmentation, and would involve construction of dedicated freight lines to carry predominantly coal and steel on the Eastern Corridor and containers on the Western Corridor. Dedicated Freight Corridor is an innovation in rail transport in India and will reduce the transit time to about half of the present levels. The capacity released by freight trains could then be used for running more passenger trains at higher speed in a need based manner. This initiative would also offer significant reduction of Green House Gas emissions in transport sector of India;

v. Railways successfully met the heavy impact of 6th Pay Commission in full during the period. Total additional payout including arrears from 1st January 2006 has been more than Rs one lakh crore till now. Significantly, unlike other segments of the Government, Railways met the additional expenditure within its own means, from its



own earnings. The huge requirement did cause some hardships, but the organisation successfully overcame them and emerged stronger. Significantly, but for the additional financial burden caused by the Pay Commission, the resource position of Railways would have been correspondingly that much healthier;

vi. Extension of rail connectivity to the northeastern states has been a focus area of our government to bring prosperity to these areas and also strengthen the national integration. I am happy to inform the august House that as a result of additional financial support provided to Railways at the instance of the Hon'ble Prime Minister, we are now on course to convert the strategically important 510 Km long Rangiya - Murkongselek Metre Gauge line into Broad Gauge within this financial year.

vii. The Capital of Arunachal Pradesh would soon be on rail map in this financial year, as Harmuti-Naharlagun newline is expected to be commissioned shortly. The state of Meghalaya is also all set to come on the Railway map in this financial year, as Dudhnoi – Mehendipathar newline is getting completed by March 2014;

viii. Expansion of Railway Network: During the year we completed 1,532 km of New Line, Doubling and Gauge Conversion against a revised target of 1,525 km. Sections commissioned in 2013-14 include:

### **New Lines**

- a. Karur – Salem (85 Km)
- b. Koderma – Nawadih (34 Km)
- c. Lalitpur – Tikamgarh (51.5 Km)
- d. New Morinda to Sanewal (54 Km)
- e. Qazigund – Banihal (19 Km)
- f. Kadur – Chikmagalur (46 Km)

**Gauge Conversion:**

- a. Hanumangarh – Sriganaganagar (64Km)
- b. Manamadurai – Virudunagar (67 Km)
- c. Darum Madhepura – Murliganj (22 Km)
- d. Kolar – Chickballapur (85 Km)
- e. Rangiya – Rangapara North – Dekargaon (145 Km)

**Doubling:**

- a. Panskura – Shyamchak (27 km) 3rd Line
- b. Muri – Tulin (1.5 km) Doubling 2nd Bridge over River Subernarekha
- c. Jirat – Ambika Kalna (20.23 km)
- d. Magrahat – Diamond Harbour (15 km)
- e. Kursela-Karagola (17 km)
- f. Katereah-Kosi cabin (4km)
- g. Madur – Mandya (19 km)
- h. Birur – Ajjampur (18km)

ix. Three new factories viz. Rail Wheel Plant in district Chhapra, Rail Coach Factory at Rae Bareli and Diesel Component Factory at Dankuni have become functional and commenced production;

x. Specially designed coaches for adverse weather conditions have been inducted for rail travel in Kashmir Valley. Also corrosion resistant and lighter wagons with capability to carry extra pay-load and higher speed potential up to 100 kmph have been developed; and

xi. Railways have been promoting sports since 1928. In the year 2012-13, we recruited about 500 sports persons. I take pride in stating that Railways' sportspersons have a dominating presence in the national teams in various disciplines and won titles

in 23 disciplines and were runners up in 9 disciplines in various national events. Our sportspersons have also represented the country in various International Championships and won a total of 2 Gold, 4 Silver and 3 Bronze Medals.

\*...\* Indian Railways had formulated Policy Unigauge in the year 1992 to convert selected Metre/Narrow Gauge routes to Broad Gauge to avoid transshipment, improve rolling stock utilisation, achieve higher throughput and to foster development in various parts of the country. I am happy to report that a total of 19,214 km of non-Broad Gauge lines have been converted to Broad Gauge. People in several States including Gujarat, Rajasthan, Madhya Pradesh, Maharashtra, Karnataka, Uttar Pradesh, Assam and Tamil Nadu have been the major beneficiaries.

### **Safety**

This august House has in the past expressed deep concern over some unfortunate accidents and I painfully acknowledge my anguish and grief at the loss of lives. However, I must assure the House that safety is never compromised on the system and several measures have been and are being taken for its further strengthening. Some of these are :

- i. Manning or elimination of all unmanned level crossings and provision of ROBs/RUBs in lieu of manned level crossings with heavy traffic density in a time bound manner is a commitment of Railways. Towards this end, a total of 5,400 unmanned level crossings were eliminated – 2,310 by manning and 3,090 by closure / merger / construction of ROBs/RUBs during the last five years;
- ii. Planning for induction of indigenously developed Train Collision Avoidance System (TCAS) over Indian Railways after successfully completing field trials;

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\*.....\*This part of the speech was laid on the Table.

iii. Provision of improved safety systems with audio visual warning to road users in advance of approaching trains;

iv. Development of 'crashworthy' structural design capable of absorbing high impact loads in unfortunate case of collision/accidents;

v. Offering employment to over 1 lakh persons against existing vacancies in Group C categories in the last five years, and to 1.6 lakh persons in erstwhile Group D categories;

vi. Provision of Vigilance Control Device (VCD) in all electric and diesel locomotives to monitor and judge the alertness of driver to ensure safety of the train;

vii. A few unfortunate accidents involving fire in trains have occurred in the recent past, leading to loss of precious lives. Even though some of these incidents were caused due to inadvertent acts of negligence on the part of passengers, Railways have initiated action to ensure that such incidents are averted at all costs and loss of lives eliminated. A Comprehensive Fire and Smoke Detection System is on trial on two rakes of Rajdhani Express trains. Based on the success of these trials, this will be extended to all major passenger trains; and

viii. Besides, various measures undertaken to prevent fire incidents on trains are as under:

a. Use of fire retardant materials inside coaching vehicles;

b. Multi-tier protection for electric circuits;

c. Provision of portable fire extinguishers in AC coaches, Guard-cum-luggage break vans, pantry cars and locomotives;

- d. Introduction of electrical induction based cooking appliances in replacement of LPG in pantries and
- e. Intensive checks on parcel vans and Guard-cum-luggage break vans against explosives and inflammable materials.

### **Financial Health**

I firmly believe that Indian Railways is primarily a commercial organization and it must operate in a financially self sustaining manner. Major segments of its business - freight as well as passenger - should be market driven, address needs of users, provide value for money and avoid tendencies to exploit its dominant presence in the transport sector.

Inadequacy of financial resources is a key constraint to Railways following the desired path. Aspirations of the people channelized through their elected representatives for extending the rail network to their regions are all valid and need to be respected. In fact, Railways have happily acknowledged and accepted many of these. Despite limited availability of funding, Railways have been able to implement and complete many projects of new lines, doubling, gauge conversion, metropolitan transport, road over/under bridges in addition to construction of workshops, improvement of user services and electrification.

I wish to place on record my appreciation of the initiative of the State Governments of Karnataka, Jharkhand, Maharashtra, Andhra Pradesh, and Haryana for agreeing to share cost of several Rail projects in their respective areas, and appeal to other State Governments to follow suit. This will go a long way in catalysing creation of Rail infrastructure for overall national growth.

While efforts of the government to provide precious financial resources for growth of Indian Railways would undoubtedly continue, the phenomenal investment

needs of rail infrastructure cannot be met entirely through Gross Budgetary Support, Internal Generation of Railways and Market Borrowing. Railways have therefore started targeting private investment in rail infrastructure to bridge the gap.

### **Public Private Partnership (PPP)**

Investment in Railways is being stepped up by partnership with the private sector. PPP projects related to rolling stock manufacturing units, modernisation of railway stations, multi-functional complexes, logistics parks, private freight terminal, freight train operations, liberalised wagon investment schemes, and Dedicated Freight Corridors are in the pipeline and offer excellent opportunities for private investment in the 12th Plan.

. Apart from attracting private investments from domestic investors in rail sector, a proposal is under consideration of the Government to enable Foreign Direct Investment (FDI) to foster creation of world class rail infrastructure.

Rail Land Development Authority was set a challenging target of raising Rs 1,000 crore in the Budget 2013-14. I am happy to report that they are on course and have already raised Rs 937 crore so far.

### **Modernisation and Technology Induction**

Within available resources, Indian Railways have always endeavoured to usher in new technology for modernisation and enhanced delivery to rail users. Dedicated Freight Corridors for exclusive running of heavy haul freight trains, High Speed Trains Project, and Semi-High Speed project are recent initiatives taken in this direction.

### **Dedicated Freight Corridor Project**

Implementation of the Eastern and Western Dedicated Freight Corridors project is making good progress with the award of nearly 1,100 km of civil construction contracts till now. During 2014-15, another 1,000 km of civil construction contracts are targeted, besides award of Systems contracts.

### **High Speed Trains Project**

As agreed between Honourable Prime Ministers of India and Japan in May 2013, a joint Feasibility Study for Mumbai-Ahmedabad High Speed corridor, co-financed by Indian Railways and Japan International Cooperation Agency (JICA), has started in December 2013, and will be completed in 18 months. For the same corridor, a Business Development study being undertaken by French Railways (SNCF) will be completed by April 2014. After the studies, Indian Railways will decide on further course of action and modalities for implementation of the project.

### **Semi-High Speed Project**

Besides the High Speed project, Indian Railways also intend to explore low cost options for raising speeds to 160-200 kmph on existing select routes like Delhi-Agra and Delhi-Chandigarh.

### **Green Initiatives**

The role of Indian Railways in preserving the environment has been widely acknowledged. Besides energy efficiency of rail transport, initiatives to promote use of renewable and clean energy have been part of our approach. Railway Energy Management Company has become functional and is working on setting up of windmill plants, solar power plants, with about 40% subsidy from Ministry of New &

Renewable Energy. To begin with, 200 railway stations, roof top of 26 buildings and 2,000 level crossing gates would be covered.

I take great pride in informing the august House that as an eloquent testimony to our energy conservation efforts, Railways bagged 22 out of 112 awards being given away by the Government in 2013.

With a view to improving aesthetic ambience along the track close to the approach of major stations, creation of 'Green Curtains' at Agra and Jaipur stations is being undertaken on pilot basis. This will involve construction of RCC boundary wall of appropriate height along the railway boundary up to a suitable distance, landscaping from the track to the wall and within station circulating area, and arrangements for appropriate watch and ward to check open defecation and littering. Once the pilot projects succeed, we intend to invite corporate entities to participate in this programme at other stations through their Corporate Social Responsibility initiatives, besides obtaining support of municipalities and local bodies.

Marking a major development towards cleanliness in the coaches and on railway tracks, a bio-toilet design has been adopted by the railways and the technology has been introduced in about 2,500 coaches. It is proposed to increase the coverage progressively.

### **Passenger Friendly Initiatives**

Indian Railways has always strived to improve its customer related services and the continued drive has resulted in their gradual improvement. The success of e-booking of tickets has surpassed all expectations and provided a convenient means to our customers to interface with the Railways from the comfort of their homes and offices. Train movements can also be tracked online to find the exact location and running. Besides, 51 Jan-Ahaar outlets for sale of Janta Meals have been set up; 48 passenger escalators have been commissioned at railway stations and 61 more are



being installed; air-conditioned EMU services will commence in Mumbai area by July 2014; and Passenger Information Display System in important trains to indicate the next station and expected arrival time is being provided.

.The scheme for upgradation of passengers introduced in the year 2006 is proposed to be extended to second class sitting, AC Chair car and Executive chair car passengers. This will facilitate utilisation of vacant accommodation in the higher classes and optimise demand satisfaction in the lower classes.

### **Demand Management through Dynamic Pricing**

There are seasonal and occasion-specific instances when the demand for travel by certain trains goes up and the level of demand satisfaction becomes low. Passengers are prepared on such occasions to pay more to undertake their journey. Keeping this in view, a Premium Air-Conditioned Special was introduced on the busy Delhi – Mumbai sector with shorter Advance Reservation Period in December 2013 – January 2014. The fare charged included a dynamically varying premium over tatkal fare of the Rajdhani services. Such dynamic pricing was widely appreciated by the users and the media and gave increased earnings of about 48% as compared to Rajdhani services on the same sector. We are considering operation of this scheme on larger scale. Such trains will be known as Jai Hind Express.

### **Enhancing Market Share**

Railways propose to lay further emphasis on improving its market share through a mix of strategies. These would involve inter alia include:-

- I. Improved use of assets, including wagon turn round by ensuring improved operation and maintenance practices to enhance asset availability;

- II. intensive monitoring and improvement in the condition of freight terminals laying emphasis on completion of various on-going line capacity works on critical sections;
- III. enhancing throughput by clearing missing links in carrying capacity + 8 tonne routes;
- IV. increasing freight train speed by upgrading the rolling stock as well increasing the length of trains, besides introducing a tariff and incentives regime that encourages shift of traffic to rail and minimizes empty running.

### **Rail Tariff Authority**

कभी चिलमन से वो झांके,

कभी चिलमन से हम झांके।

लगा दो आग चिलमन में,

न वो झांके, न हम झांके॥

हमने चिलमन में आग लगा दी। In a path breaking decision, an independent Rail Tariff Authority is being set-up to advise the Government on fixing of fares and freight. Determination of rates will no longer be an exercise behind veils where the Railways and the users could only peep covertly at what was happening on the other side.

The Rail Tariff Authority will not only consider the requirements of the Railways but also engage with all stake-holders to usher in a new pricing regime through a transparent process. This would lead to an era of rationalisation of fares and freight structures for improving the fare–freight ratio and gradually bringing down cross subsidization between different segments. It is expected that this would go a long way towards improving the financial health of the Railways, lead to growth to match expectations of the nation and provide stability by minimizing volatility of revenue streams.

## **Information Technology**

Information Technology has revolutionized our customer interface over the last few years. We intend to continue the process. Some of the initiatives that would be taken are: -

- (i) proliferation of cash accepting Automatic Ticket Vending Machines;
- (ii) Ticketing on mobile phones in the unreserved segment;
- (iii) PNR status update to passengers through system generated SMS;
- (iv) an update for train running information;
- (v) Online booking of retiring rooms at all important stations;
- (vi) Online booking of meals on trains for selected en-route stations;
- (vii) Introduction of e-forwarding note and electronic transmission of railway receipts for freight customers and
- (viii) Computerisation of claims settlement process .

## **Revenue Freight Traffic**

A target of loading 1,047 million tonnes during 2013-14 was set for Indian Railways. I am happy to inform the House that we would surpass the Budget estimate.

In order to increase the share of rail borne traffic, an innovative “Empty Flow Discount Scheme” is being formulated and will be implemented shortly.

For further increasing throughput on the existing network, carrying additional traffic and bolstering freight earnings, universalisation of all routes on Indian Railways as ‘CC+9+1’ (Carrying Capacity+9 tonne+1 tonne) is being planned.

Container traffic has witnessed rapid growth in the last few years. For facilitating seamless transport of imported cargo, some of the restrictions on movement of imported commodities through containers have been eased. Further, to

increase throughput of container traffic, the permissible carrying capacity of 20 feet containers has been enhanced by 4 tonnes by necessary upgrade of rolling stock.

There is a vast potential to be tapped in the area of parcel traffic. An aggressive strategy has been evolved for attracting more such traffic to rail. Parcel trains will be run from nominated parcel terminals which have been already notified for achieving the above, and Special Parcel Trains will be run on scheduled timings, so that time-sensitive cargo can be attracted. A new policy on parcels will be formulated which shall also encourage transportation of milk across the country. A new concept of hub and spoke for parcel business will be introduced. Third party warehousing in Special Parcel Terminals is also envisaged.

### **Financial Performance, 2012-13**

I would now like to present in brief the final results for the previous fiscal, 2012-13. I am happy to report that the freight loading by the Railways at 1,008 million tonnes surpassed the revised target of 1,007 million tonnes. Railways paid full dividend of Rs 5,389 crore to the General Exchequer. The Operating Ratio finally achieved was 90.2%, an improvement over 94.9% in 2011-12. The Fund balances, which were at negative Rs 385 crore at the beginning of the year, finally closed at a positive Rs 2,391 crore even after full repayment, including interest, of the loan of Rs 3,000 crore taken in the previous year.

### **Financial Performance, 2013-14**

Given the promising trend of loading, the target has been scaled up to about 1052 million tonnes from the budget target of 1047 million tonnes. However, the average lead of freight traffic is falling, and is likely to be 622 km against budgeted 644.5 km. Yet, we are confident of surpassing the freight earnings target which has been increased to Rs 94,000 crore from Rs. 93,554 crore in Budget Estimates.

Considering the trend of passenger earnings, the revised target has been kept at Rs 37,500 crore.

There has been continuing strong inflationary pressure on the input costs, especially the cost of fuel, both HSD Oil and electrical energy. There has also been a higher than expected burden on account of significant fresh recruitment in many safety categories, additional dearness allowance for Railway employees and dearness relief for Railway pensioners. Yet, as a result of stringent and close monitoring, the increase under Ordinary Working Expenses has been kept at a modest Rs 560 crore only. However, pension allocation requirements have gone up by a more significant Rs 2,000 crore. Dividend payment to General Revenues has also gone up by Rs 1,591 crore with the increase in the rate from 4% to 5%.

Considering the trend of earnings and expenditure, the revised plan outlay stands at Rs 59,359 crore. Operating Ratio of Railways is likely to be 90.8% .

I would like to assure the House that continuing the happy trend of 2012-13, and in a marked improvement from the two earlier years, Railways will end the current year with surplus, and fund balances would increase from Rs 2,391 crore at the beginning of current fiscal to Rs 8,018 crore at the end of March, 2014. This is primarily attributable to strict fiscal discipline enforced by the organisation.

### **Budget Estimates, 2014-15**

I shall now deal with the Budget Estimates for 2014-15.

Anticipating a healthier growth of economy, the freight traffic target is proposed at 1,101 million tonnes, an increment of 49.7 million tonnes over the current years' revised target of about 1052 million tonnes.

The Budget Estimates for goods, passenger, other coaching and sundry other earnings have been kept at Rs. 1,05,770 crore, Rs. 45,255 crore, Rs 4,200 crore and Rs. 5,500 crore respectively in 2014-15. The Gross Traffic Receipts have been projected at Rs. 1,60,775 crore.

Ordinary Working Expenses have been proposed at Rs. 1,10,649 crore, which is Rs. 13,589 crore higher than the Revised Estimates for the current year. This will take care of additional requirements on account of fresh recruitment, increase in dearness allowance rates, increase in fuel bill, higher lease charges payable to IRFC and general inflationary increases. Pension outgo has been budgeted at Rs. 27,000 crore, as against Revised Estimates, 2013-14 of Rs. 24,000 crore. Total Working Expenses are budgeted at Rs. 1,44,199 crore as against Rs. 1,27,260 crore in Revised Estimates, 2013-14. This will leave a Net Revenue before dividend of Rs. 19,655 crore, and operating ratio of 89.8%. Dividend payable to General Revenues is estimated at Rs. 9,117 crore. It is estimated that at the end of 2014-15 the balance under the Railway Funds will be Rs 12,728 crore as against Rs 8018 crore in Revised Estimates, 2013-14.

### **Annual Plan 2014-15**

. The Annual Plan 2014-15 envisages investment of Rs. 64,305 crore as against Budget Estimates 2013-14 of Rs. 63,363 crore and Revised Estimates, 2013-14 of Rs. 59,359 crore. The Budgetary Support from General Revenues has been proposed at Rs. 30,223 crore including Rs. 1,223 crore as Railways' share from Diesel Cess, and Rs. 6,000 crore earmarked for National Projects. Internal Generation component in the Plan has been kept at Rs. 13,500 crore, besides a drawdown of Rs. 777 crore from the available balance in the Railway Safety Fund. Extra Budgetary Resources including market borrowings through IRFC, 'PPP' and other schemes has been pegged at Rs. 19,805 crore.

I would like to thank all the Parliamentary Committees including the Railway Convention Committee for their full support.

### **New Services**

I have received several demands for new trains. The existing congestion on many of our routes does not permit the railways to increase the number of trains. Besides, running of more passenger trains also affects the freight carrying capacity of railways. Yet I am conscious of the responsibility devolving on the railways towards addressing requirements of the people for additional trains in a need and merit based manner. Despite severe constraints, I am happy to inform the august House that we have decided to introduce a few new trains during 201415.

#### **Premium Trains(Jai Hind Express) :**

- i. Howrah – Pune AC Express (Bi-weekly) via Nagpur, Manmad
- ii. Kamakhya – New Delhi AC Express (Weekly) via Chhapra, Varanasi
- iii. Kamakhya – Chennai AC Express (Weekly) via Malda, Howrah
- iv. Mumbai – Howrah AC Express (Bi-weekly) via Nagpur, Raipur
- v. Mumbai – Patna AC Express (Bi-weekly) via Khandwa, Itarsi, Manikpur
- vi. Nizamuddin – Madgaon AC Express (Bi-weekly) via Kota, Vasai Road
- vii. Sealdah –Jodhpur AC Express (Bi-weekly) via Mughalsarai
- viii. Yesvantpur - Jaipur AC Express (Weekly) via Gulbarga, Pune, Vasai Road
- ix. Ahmedabad – Delhi Sarai Rohilla Express (Tri-weekly) via Palanpur, Ajmer, Rewari

- x. Bandra – Amritsar Express (Weekly) Via Kota, New Delhi, Ambala
- xi. Bandra (T) – Katra Express (Weekly) via Kota, New Delhi, Ambala
- xii. Gorakhpur – New Delhi Express (Bi-weekly) via Lucknow, Moradabad
- xiii. Katra – Howrah Express (Weekly) Express via Mughalsarai, Varanasi, Saharanpur
- xiv. Mumbai – Gorakhpur Express ( Bi-weekly) via Khandwa, Jhansi, Kanpur
- xv. Patna– Bangalore Express (Weekly) via Mughalsarai, Chheoki, Manikpur, Nagpur
- xvi. Yesvantpur – Katra Express (Weekly) via Gulbarga, Kacheguda, Nagpur, New Delhi
- xvii. Thiruvananthpuram – Bangalore (Yesvantpur) Express (Bi- weekly) via Erode, Tirupattur

#### **50. Express Trains :**

- i. Ahmedabad – Katra Express (Weekly) via Palanpur, Jaipur, Rewari, Hisar, Bathinda, Amritsar
- ii. Ahmedabad – Lucknow Jn Express (Weekly) via Palanpur, Jaipur, Bandikui, Mathura, Kasganj
- iii. Ahmedabad – Allahabad Express (Weekly) via Jalgaon, Khandwa, Itarsi, Satna, Manikpur



- iv. Amritsar – Gorakhpur Express (Weekly) via Saharanpur, Moradabad, Sitapur Cantt.
- v. Aurangabad – Renigunta Express (Weekly) via Parbhani, Bidar, Vikarabad
- vi. Bangalore – Chennai Express (Daily) via Bangarpet, Jolarpettai
- vii. Bandra (T) – Lucknow Jn Express (Weekly) via Kota, Mathura, Kasganj
- viii. Bareilly – Bhopal Express (Weekly) via Chandausi, Aligarh, Tundla, Agra
- ix. Bhavnagar – Bandra Express (Weekly) via Ahmedabad
- x. Bhavnagar- Delhi Sarai Rohilla Link Express (Weekly)
- xi. Gandhidham – Puri Express (Weekly)
- xii. Gorakhpur – Pune Express (Weekly) via Lucknow, Kanpur, Bina, Manmad
- xiii. Guntur-Kacheguda Double Decker Express (Bi-weekly);
- xiv. Howrah – Yeswantpur AC Express (Weekly) via Bhubaneswar, Gudur, Katpadi
- xv. Hubli – Mumbai Express (weekly) via Bijapur, Sholapur
- xvi. Hyderabad – Gulbarga Intercity (Daily)
- xvii. Jaipur – Chandigarh Intercity (Daily) via Jhajjar;
- xviii. Kacheguda – Tirupati Double Decker Express (Bi Weekly);
- xix. Kota – Jammu Tawi Express (Weekly) via New Delhi, Ambala
- xx. Kanpur – Bandra (T) Express (Weekly) via Kasganj, Mathura, Kota

- xxi. Lucknow – Kathgodam Express (Tri-weekly)
- xxii. Manduadih – Jabalpur Express (Weekly) via Allahabad, Manikpur, Satna
- xxiii. Malda Town – Anand Vihar Express (Weekly) via Amethi & Rae Bareli;
- xxiv. Mannargudi – Jodhpur Express (Weekly) via, Jaipur
- xxv. Mumbai – Chennai Express (Weekly) via Pune, Gulbarga, Wadi
- xxvi. Mumbai – Gorakhpur Express (Weekly) via Gonda, Balrampur, Barhani (after gauge conversion);
- xxvii. Mumbai – Karmali AC Express (Weekly) via Roha
- xxviii. Nanded – Aurangabad Express (Weekly) via Purna, Parbhani
- xxix. Nagpur – Rewa Express (Weekly) via Satna
- xxx. Nagercoil – Kacheguda Express (Weekly) via Karur, Namakkal, Salem
- xxxi. Pune – Lucknow Express (Weekly) via Khandwa, Bhopal, Bina, Jhansi, Kanpur
- xxxii. Ramnagar – Chandigarh Express (Weekly) via Moradabad, Saharanpur
- xxxiii. Ranchi – New Jalpaiguri Express (Weekly) via Jhajha, Katihar
- xxxiv. Secunderabad – Visakhapatnam AC Express (Weekly) via Kazipeth, Vijaywada
- xxxv. Santragachi – Anandvihar Express (Weekly)
- xxxvi. Srigangnagar – Jammu Tawi Express (Weekly) via Abohar, Bathinda, Dhuri

xxxvii. Thiruvananthapuram-Nizamuddin Express (Bi-weekly) one day via Kottayam and one day via Allepey

xxxviii. Varanasi – Mysore Express (Bi-weekly) via Wadi, Daund Passenger trains;

xxxix. Balurghat- Howrah (Bi-weekly).

**Passenger trains :**

i. Bina – Katni Passenger (Daily)

ii. Dekargaon – Naharlagun Passenger (Daily) after completion of new line

iii. Gunupur - Visakhapatnam Passenger (Daily)

iv. Hubli - Belgaum Fast Passenger (Daily)

v. Jaipur – Phulera Passenger (Daily) 15

vi. Mannargudi – Mayiladuthurai Passenger (Daily)

vii. Punalur – Kanniyakumari Passenger (Daily) via Kollam, Thiruvananthapuram

viii. Sambalpur – Bhawanipatna Passenger (Daily)

ix. Tatanagar – Chakulia Passenger (Daily)

x. Tiruchendur – Tirunelveli Passenger (Daily)

**MEMU Trains :**

i. Anand – Dakor (Daily 2 services)

ii. Anuppur-Ambikapur (6 days a week)

iii. Delhi – Rohtak Passenger (Daily 2 services)

iv. Santragachi – Jhargram (5 days a week)

**DEMU Trains :**

i. Morbi – Maliya Miyana

ii. Ratlam – Fatehabad Chandrawati Ganj (Daily) after gauge conversion

iii. Rewari – Rohtak (Daily)

**Extension of Trains**

i. 14705/14706 Delhi Sarai Rohilla – Sujangarh Express to Jodhpur

ii. 15281/15282 Patna – Saharsa Express to Murliganj

iii. 15013 / 15014 Kathgodam – Bhagat Ki Kothi Ranikhet Express to Jaisalmer

**Increase in Frequency:**

i. 16571/16572 Bidar – Yesvantpur Express Triweekly to daily

ii. 17225/17226 Hubli – Vijayawada Express from Triweekly to daily

iii. 17319/17320 Hubli – Secunderabad Express from Triweekly to daily

**Surveys**

A large number of requests have been received from honourable Members, State Governments and other dignitaries for undertaking railway projects in their areas. The planning process of the railways requires a proper survey to ascertain the need for and viability of the project before it can be sanctioned.

On the basis of requests received from the hon'ble members, state governments and others, following surveys are proposed to be taken up in 2014-15:

**New Lines :**

- i. Tiptur – Dudda
- ii. Nimach – Singoli - Kota
- iii. Dahod – Modasa
- iv. Karad - Attapadi - Pandharpur
- v. Etah – Aligarh
- vi. Karnal – Yamuna Nagar
- vii. Tindivanam – Nagari up to Puducherry
- viii. Challekere – Hiriya - Channarayana
- ix. Betul - Amravati
- x. Chakia – Kesariya
- xi. Miraj - Bijapur
- xii. Pune – Baramati via Moregaon
- xiii. Etawah – Jahanabad – Bindki Road
- xiv. Haldaur – Dhampur
- xv. Belgaum – Hubli via Kittur
- xvi. Pune – Ahmednagar
- xvii. Bellary – Lingasugur via Sindhanur
- xviii. Ghatanandur – Shrigonda Road / Daund
- xix. Birari – Marwara - Sagar

**Doubling**

Following surveys for doubling are proposed to be taken up in 2014-15:-

- i. Latur Road – Kurduwad
- ii. Pune – Kolhapur

- iii. Allahabad – Pratapgarh
- iv. Salem – Omalur
- v. Prabhani – Parli

The task on hand is difficult and challenges are big. Yet we are determined to march on and take this magnificent organisation to even greater heights.

परेशानियों से डरे नहीं,  
दुश्वारियों से लड़ते रहे,  
पीछे मुड़ के देखा नहीं,  
कदम हमारे बढ़ते रहे।

This would require continued efforts of all members of Rail Pariwar and cooperation of all segments of society and the Government.

In the end some valuable words of Pt. Jawahar Lal Nahru come to my mind.

“A great national and state-owned organisation, like the Railways, is not only an asset of importance but is also a great responsibility. It can only be run with the fullest cooperation of all those engaged in it, keeping in view always the good of the public as well as the good of those engaged in serving the public through this vast organisation.”

.In the words of the famous Philosopher and Social Reformer from Karnataka Shri Baveswara:

Kalabeda Kolabeda

Husiyā Nudiya lubeda

Muniyabeda, Anyarige Asahua Padabeda

Tanna Bannisabeda,Idira Haliyalubeda  
 Ide Antaranga Shuddhi,Ide Bahiranga Shuddhi  
 THOUGH SHALL NOT STEAL NOR KILL,  
 NOR SPEAK A LIE;  
 BE ANGRY WITH NO ONE,  
 NEITHER SCORN ANOTHER MAN;  
 AND NEVER GLORIGY  
 THYSELF AND INSULT OTHERS,  
 THESE ARE THE MEANS TO INWARD PURITY  
 THESE ARE THE MEANS TO OUTWARD PURITY

With these words I commend the Interim Railway Budget for 2014-15 to the august House. \*...\*

(Placed in Library, See No. LT 10758/15/14)

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... (*Interruptions*)

**12.18 hrs**

*At this stage, Shri P. Karunakaran, Shri A. Sampath, Shri Kalyan Banerjee and some other hon. Members came and stood on the floor near the Table.*

... (*Interruptions*)

**12.18 ½ hrs**

**DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS), 2013-14**

THE MINISTER OF RAILWAYS AND MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI MALLIKARJUN KHARGE): Madam, I beg to present a statement (Hindi and English versions) showing the Supplementary Demands for Grants in respect of Budget (Railways) for 2013-14.

[Placed in Library, See No. LT 10759/15/14]

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... (*Interruptions*)



**12.19 hrs****MATTERS UNDER RULE 377 \***

MADAM SPEAKER: Hon. Members, the Matters under Rule 377 shall be laid on the Table of the House. Members, who have been permitted to raise matters under Rule 377 today and are desirous of laying them, may personally hand over slips at the Table of the House within 20 minutes.

Only those matters shall be treated as laid for which slips have been received at the Table within the stipulated time and the rest will be treated as lapsed.

... (*Interruptions*)

**(i) Need to set up a new Kendriya Vidyalaya at Sambalpur in Odisha**

SHRI AMARNATH PRADHAN (SAMBALPUR): Sambalpur, my parliamentary constituency, is located in the Western Odisha region. It is the centre of socio-cultural, educational, commercial and industrial activities of the western Odisha region. There has been a consistent demand for setting up of a new Kendriya Vidyalaya at Sambalpur in order to provide quality education to the bright students of the region. So, I request the Government to set up a new central school at Sambalpur during the current Financial year.

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\* Treated as laid on the Table.

**(ii) Need to declare and develop Gingee town in Villupuram district  
in Tamil Nadu as a tourist centre**

SHRI M. KRISHNASSWAMY (ARANI): I would like to draw the attention of the Government towards the dire need to develop Gingee Town as the Tourist Centre in Villupuram District, which is 130 kms. from Chennai.

Gingee Town and the surrounding areas were ruled by one King from North-Desing Raja and built a Fort and palaces on the top of the mountain. He ruled the entire place for certain period. This place is a symbol of secularism. This place is being now maintained by the Archeological Department and it is on the National Highway between Puducherry to Krishnagiri. On the said National Highway, there are two mountains and on which two palaces have been built called — Rani palace and Raja Palace. He had one Lieutenant called Mohammed Khan. He had immense faith in him and the Mohammed Khan was his Commandar. When the invasion of Arcot Nawab took place, Mohammed Khan gave his life for his friend Desing Raja in the battle when Arcot Nawab invaded this place. This place is symbol for secularism where Hindus, Islams, Jains and other communities are living peacefully. To declare this place as a tourism centre, a request has been made several times and it appears the file is pending with the State Government of Tamil Nadu for the reasons not known. If this place is developed as tourism centre, it will be like another Mahabalipuram, which is close to Chennai City and it attracts the foreign tourists.

Therefore, I request the Hon'ble Minister for Tourism, through the Chair, to visit the place and declare Gingee town as a tourist centre so that it could attract more tourists and will fetch revenue by providing cable car between the two mountains.

**(iii) Need to provide stoppage of trains at Beawar railway station in Rajsamand parliamentary constituency, Rajasthan**

**श्री गोपाल सिंह शेखावत (राजसमंद) :** राजस्थान में मेरे संसदीय क्षेत्र राजसमन्द के अंतर्गत आने वाला एक अति महत्वपूर्ण स्टेशन ब्यावर है । औद्योगिक महत्व वाले इस स्टेशन पर इस रेल मार्ग पर संचालित कुछ महत्वपूर्ण ट्रेनों के ठहराव के न होने की वजह से स्थानीय व्यापारियों एवं अन्य नागरिकों को काफी असुविधा होती है । अस्तु इस रेल मार्ग पर प्रमुख रूप से ट्रेन नं. 12215-12216, (दिल्ली-सराय रोहिल्ला) मुजफ्फरपुर पोरबंदर - 19269-70, वाराणसी-अहमदाबाद-19407-08 अहमदाबाद-गोरखपुर-19409-10, सुल्तानपुर-अहमदाबाद-19603-04 रानीखेत एक्सप्रेस, 15013-14, दिल्ली-बोडा टर्मिनस एक्सप्रेस, 19029-30, दिल्ली-अहमदाबाद राजधानी एक्सप्रेस, 12957-58 का ठहराव सुनिश्चित करने की कृपा करें ।

**(iv) Need to address the problems of rubber farmers distressed due to steep fall in procurement price of rubber**

SHRI M.I. SHANAVAS (WAYANAD): The farmers across Kerala are under stress and on the path of agitation as there has been a steep fall in the procurement price of rubber due to imports. As the government is aware that rubber is an important cash crop in Kerala cultivated by innumerable small and marginal farmers and their entire source of income comes from it. Under the circumstances, I would urge the union government and the ministry of commerce to take immediate steps to procure more rubber directly from farmers. The Kerala government has decided to take important remedial measures which include procuring directly from growers by paying Re 1 per kg above the open market price. The support scheme will continue till the market price of RSS-Grade 4 rubber touches Rs 171 per kg.

In this context, I would urge the Union government to initiate a joint task committee and chalk out a plan to ensure the local producers are saved from the steep fall in prices and Kerala government must also be consulted before deciding on the quantum and the season of import as Kerala accounts for nearly 90 per cent of rubber production. There must also be an increase in subsidy to 30 per cent relating to rubber plantation from the present 20 per cent with immediate effect. I would further urge the government to consider the demands of more than 12 lakh rubber farmers.

**(v) Need to impress upon Damodar Valley Corporation to undertake development works under its Corporate Social Responsibility Programme in Chandrapura, Bokaro and Konar dam area in Jharkhand**

श्री रवीन्द्र कुमार पाण्डेय (गिरिडीह): भारत सरकार के उपक्रम दामोदर वैली कॉरपोरेशन (डी.वी.सी.) जो बिजली उत्पादन के क्षेत्र में अग्रिम निभा रहा है, लेकिन वर्तमान में डी.वी.सी. द्वारा निगमित सामाजिक दायित्व (सी.एस.आर.) के तहत लगभग 2 वर्षों से न तो चन्द्रपुरा थर्मल के क्षेत्र में न ही बोकारो थर्मल के क्षेत्र में और न ही कोनार डैम क्षेत्र के अंतर्गत किसी भी प्रकार का विकास कार्य इनके द्वारा किया जा रहा है । दामोदर वैली कॉरपोरेशन के द्वारा न तो सिंचाई व्यवस्था, न सड़क व्यवस्था, न बिजली व पानी आपूर्ति की दिशा में कोई कदम उठाया गया जिससे समाज के हित में बेहतरी हो सके । राजीव गांधी ग्रामीण विद्युतीकरण योजना के तहत जो कार्य डी.वी.सी. को दिया गया है वह भी वहां नहीं हो रहा है और लोग उन परियोजनाओं के लाभ से भी वंचित है । इनके कार्य क्षेत्र में सामाजिक विकास की दिशा में इनकी भागीदारी नगण्य है ।

अतः मेरा अनुरोध है कि डी.वी.सी. को उचित दिशानिर्देश दिया जाए ताकि यह उपक्रम अपने निगमित सामाजिक दायित्व का पालन करे व क्षेत्र के विकास को प्रोत्साहित करें ।

**(vi) Need to frame a National Crop Insurance Scheme providing a better insurance cover to farmers in the country**

**श्री गणेश सिंह (सतना):** भारत देश कृषि प्रधान देश है। कभी हमारी अर्थव्यवस्था का मूल आधार कृषि थी। देश की 70 प्रतिशत जनसंख्या इस कार्य पर निर्भर है। देश के किसान हर वर्ष प्राकृतिक आपदाओं के शिकार होते हैं। जिसके कारण वे कर्ज के बोझ से दबते जा रहे हैं और इसी कारण से आत्महत्या के शिकार हो रहे हैं।

वैसे भी खेती से किसानों की स्थिति खराब हो रही है। कृषि योग्य भूमि घट रही है। एक समय ऐसा आयेगा जब देश एक-एक दाने अनाज के लिए विदेशों का मोहताज हो जायेगा।

देश में जिस अनुपात में सिंचाई, बिजली चाहिए वह उपलब्ध नहीं है। लगातार कृषि उत्पादन में खर्च बढ़ता जा रहा है। उस पर रोक नहीं लग पा रही है। MOPRO सहित कई राज्यों ने खेती के घाटे के धंधे को फायदे का धन्धा बनाने के लिए कई कारगर उपाय किए हैं, किंतु केन्द्र सरकार के सहयोग के बगैर किसानों की मदद नहीं हो सकती। इसलिए केन्द्र एवं राज्य सरकार को मिलकर राष्ट्रीय फसल बीमा योजना लागू की जाये जिसमें किसान के खेत को इकाई माना जाए तथा प्रीमियम की राशि में 40 प्रतिशत केन्द्र सरकार 40 प्रतिशत राज्य सरकार तथा 20 प्रतिशत राशि किसान खुद जमा करे और इस आधार पर 100 प्रतिशत फसलों का बीमा की योजना बनाई जाए तभी देश का किसान उभर सकता है।

अभी तो फसल बीमा योजना है उनका लाभ न के बराबर किसानों को मिल रहा है। देश को एक राष्ट्रीय फसल बीमा योजना की जरूरत है।

**(vii) Need to include people belonging to Khetauri, Ghatwal-Ghatwar and other communities of Santhal Pargana region in Jharkhand in the list of Scheduled Tribes**

SHRI NISHIKANT DUBEY (GODDA): I refer to the matter raised under Rule 377 regarding inclusion of Khetauri, Ghatwal-Ghatwar and others as Scheduled Tribes in Parliament and received a reply from Hon'ble Minister of Tribal Affairs. But, amidst all this, no development has taken place in this regard so far.

In this regard, I wish to place a piece of great historical record — a book titled: “The Little World of an Indian District Officer”, written by R. Carstairs and published by Macmillan & Co., London in 1912. In this book there is a detailed, historical record of the fact that the Santhal Pargana was created and named in 1855, and thus was the youngest of the Bengal districts. The writer provides a wonderful account and description of the Ghatwals (guardians of the passes) and the Khetowrie (Khetauri) and how at the time of the Permanent settlement in 1790, every part of the territory was occupied. It mentions that at the time of the Permanent Settlement there was not a single Santhal in the whole of this area. “Bhunyas, Khetowries, Hindoos, Mahomedans, Highlanders — yes, but Sonthals, no”.

It is a fact that when these findings were recorded and when the book in question was published, the dispensation of Scheduled Castes and Tribes did not exist in the context of what it means administratively today.

Thus the aborigines of the region are the ones who are deprived of their rightful status and claim to be recognized as Scheduled Tribes.

**(viii) Need to frame a national policy for the welfare of the farmers in the country**

**श्री दानवे रावसाहेब पाटील (जालना):** आज मैं एक अति महत्वपूर्ण विषय के बारे में बताना चाहता हूँ । आज देश में किसानों की एक और बड़ी समस्या यह भी है । जब उपज कम होती है तो किसान मुसीबत में होता है । जब उपज अच्छी हो तब भी अक्सर उसकी वाजिब कीमत न मिलने के कारण उसे नुकसान उठाना पड़ता है । किसानों में असंतोष की मूल वजह उर्वरक, कीटनाशक, बीज और श्रमिकों के मूल्य में बेतहाशा बढ़ोतरी से उत्पादन लागत और समर्थन मूल्य में अंतर और किसानों की बड़ी शिकायत खेती की लागत और समर्थन मूल्य के निर्धारण में कोई तालमेल नहीं होना है । यह निष्कर्ष सरकार द्वारा गठित समिति का भी है । मोहन कांडा समिति की रिपोर्ट के मुताबिक ऐसे हालात बनने के करीब एक दर्जन वजह हैं । इसमें सबसे बड़ी वजह किसानों को उनकी फसल का मूल्य सरकार द्वारा घोषित न्यूनतम मूल्य लागत से कम मिलना है, जिससे किसानों में आक्रोश है ।

मेरा केन्द्र सरकार से आग्रह है कि वह किसान के हित एवं कल्याण हेतु एक राष्ट्रीय नीति बनाए जिससे किसानों को होने वाली समस्याओं का समाधान हो सके तथा किसान खेती के कार्य का उत्साहपूर्ण तरीके से निर्वाह कर सके ।



**(ix) Need to enact stringent laws to tide over the menace of human trafficking in the country**

**श्री सुदर्शन भगत (लोहरदगा):** जैसा कि आप जानते हैं कि आज देश में घरेलू कार्य हेतु नौकर के रूप में बालिकाओं का शोषण हो रहा है। मुख्य रूप से झारखंड राज्य की कम उम्र की आदिवासी बालिकाओं एवं महिलाओं को घरेलू कार्य हेतु नौकरी कराने के नाम पर उनके साथ धोखाधड़ी, शारीरिक एवं मानसिक यातनायें दिये जाने की घटनाएं पूरे देश भर में आम हो गई हैं। घरों में बंधक बनाना और तो और अनेकों घटनाएं ऐसी हैं जिनमें पीड़ितों को जान गंवानी पड़ती है। यह पूरा मामला मानव तस्करी का रूप लेता जा रहा है। देशभर में कई रैकेट पकड़े भी जा चुके हैं। परंतु कोई ठोस कार्यवाही न होने के कारण इस प्रकार की घटनाओं पर कोई अंकुश नहीं लग पा रहा है। इसमें बहुत हद तक राज्यों की पुलिस द्वारा की गई लापरवाहियों के कारण भी स्थिति गंभीर हुई है।

इसी संबंध में इंडिया टुडे पत्रिका (16 अक्टूबर 2013) में प्रकाशित एक रिपोर्ट के अनुसार मेरे संसदीय क्षेत्र का गुमला जिला सर्वाधिक प्रभावित है।

इस संबंध में मेरा आपसे आग्रह है कि मामले की गंभीरता को ध्यान में रखते हुए निवेदन है कि अभी तक ऐसे मामलों को देशभर में अविलंब निपटाया जाये इस पर कोई एकीकृत राष्ट्रीय नीति बनायी जाये जिससे कि इस प्रकार की घटनाओं को न केवल रोका जा सके अपितु देश में बाल दासता एवं महिलाओं पर हो रहे अत्याचारों को समाप्त किया जा सके।

**(x) Need to ensure payment of rent and compensation for land and fruit bearing orchards respectively in Anantnag Parliamentary Constituency, Jammu and Kashmir**

DR. MIRZA MEHBOOB BEG (ANANTNAG): People of Anantnag (Kashmir), Pulwama, Shopian, Kulgam (South Kashmir) in particular and J&K in general demand rent and other compensation of the land including fruit bearing orchards, which have been leased out to security forces ( who are doing a commendable job in containing Militancy).

I urge upon Defence Ministry (Government of India) to pay the rent to the private land owners and also compensate them for the loss of fruits as security forces are still stationed at these places.

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MADAM SPEAKER: Now, Item No. 20 – Shri Rajeev Shukla.

... (*Interruptions*)

**12.20 hrs**

**STATEMENTS BY MINISTERS ...Contd.**

**(iii) Status of implementation of recommendations contained in the 69th and 77th Reports of the Standing Committee on Finance on Demands for Grants (2013-14), pertaining to the Ministry of Planning \***

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING (SHRI RAJEEV SHUKLA): Madam, I am laying this statement on the status of implementation of recommendations contained in the following two reports of the Standing Committee on Finance (15<sup>th</sup> Lok Sabha) in pursuance of the direction 73 A of the hon. Speaker, Lok Sabha.

1. Sixty-ninth Report of the Standing Committee on Finance on Demands for Grants (2013-14) of the Ministry of Planning.
2. Seventy-seventh Report of the Standing Committee on Finance on Demands for Grants (2013-14) of the Ministry of Planning.

The Sixty-ninth Report of the Standing Committee on Finance (15<sup>th</sup> Lok Sabha) relates to the examination of Demands for Grants of Ministry of Planning for the year 2013-14 was presented to Lok Sabha/laid on the Table of Rajya Sabha on 22-04-2013.

The Seventy-seventh Report of the Standing Committee on Finance (15<sup>th</sup> Lok Sabha) relates to the examination of Demands for Grants of Ministry of Planning for the year 2013-14 was presented to hon. Speaker, Lok Sabha on 18-10-2013.

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\* Laid on the Table and also placed in Library See No. LT 10757/15/14

The present status of implementation of the various recommendations made by the Committee as indicated in the Annexure-I and Annexure-II to my Statement is laid on the Table of the House. I would not like to take the valuable time of the House to read out all the contents of Annexure-I and Annexure-II would request that this may be considered as read.

... (*Interruptions*)

MADAM SPEAKER: The House stands adjourned to meet again tomorrow, the 13<sup>th</sup> February, 2014 at 11 a.m.

**12.21 hrs**

*The Lok Sabha then adjourned till Eleven of the Clock  
on Thursday, February 13, 2014/Magha 24, 1935 (Saka).*

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