

C O N T E N T S

**Sixteenth Series, Vol II, Second Session, 2014/1936 (Saka)
No. 2, Tuesday, July 08, 2014/Ashadha 17, 1936 (Saka)**

<u>S U B J E C T</u>	<u>P A G E S</u>
MEMBER SWORN	2
DISCUSSION UNDER RULE 193	
Price rise	3-4, 363-366
ORAL ANSWERS TO QUESTIONS	
*Starred Question Nos. 21 to 25	5-54
WRITTEN ANSWERS TO QUESTIONS	
Starred Question Nos. 26 to 40	55-134
Unstarred Question Nos. 67 to 135	135-302

*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	303-305
MESSAGE FROM RAJYA SABHA	306
ELECTION TO COMMITTEES	307-311
(i) Committee on Estimates	307
(ii) Committee on Public Accounts	307-308
(iii) Committee on Public Undertakings	308-309
(iv) Committee on Welfare of Scheduled Castes and Scheduled Tribes	310-311
OBSERVATION BY THE SPEAKER	312
RAILWAYS BUDGET (2014-15)	313-343
DEMANDS FOR EXCESS GRANTS (RAILWAYS),2011-12	344
ANDHRA PRADESH REORGANISATION (AMENDMENT) BILL, 2014	345-348
STATEMENT BY THE MINISTER	
Reasons for immediate legislation by the promulgation of the Andhra Pradesh Reorganisation (Amendment) Ordinance, 2014 (No. 4 of 2014)	
Shri Rajnath Singh	349-350
MATTERS UNDER RULE 377	351-362
(i) Need to provide basic facilities and stoppage of important trains at Palanpur Railway Station in Banaskantha Parliamentary Constituency, Gujarat	
Shri Haribhai Chaudhary	351

- (ii) Need to provide financial assistance to all the people seeking help from Prime Minister's National Relief Fund
- Shri A. T. Nana Patil 352
- (iii) Need to arrange the payment of dues by NAFED to the Tilam Sangh and Groundnut farmers of Bikaner in Rajasthan
- Shri Arjun Ram Meghwal 353
- (iv) Need to speed up the flood management and land erosion control project on Ganga and Ghaghara rivers in Ballia Parliamentary Constituency, Uttar Pradesh
- Shri Bharat Singh 354
- (v) Need to control the floods caused by Sharda and Ghaghara rivers in Dhaurhra Parliamentary Constituency, Uttar Pradesh
- Shrimati Rekha Verma 355
- (vi) Need to settle the issue of ownership rights on salt pan land in North East Mumbai
- Dr. Kirit Somaiya 355
- (vii) Need to open a Passport Seva Kendra at Mysore in Karnataka on priority basis
- Shri Pratap Simha 356
- (viii) Need to construct a bridge over Son River connecting Rohtas district of Bihar with Palamu district of Jharkhand
- Shri Chhedi Paswan 357

(ix)	Need to review the decision on Western Ghats in the light of report submitted by Government of Kerala	
	Shri Anto Antony	357
(x)	Need to declare official residence of Sardar Vallabhbhai Patel in New Delhi as a National Monument	
	Shri Dilipkumar Mansukhlal Gandhi	358
(xi)	Need to initiate work on gauge conversion of railway line between Thiruvarur and Karaikudi in Nagapattinam Parliamentary Constituency, Tamil Nadu	
	Dr. K. Gopal	359
(xii)	Need to accelerate the pace of construction work of new railway line between Amta and Bagnan in Howrah district of West Benga	
	Shri Sultan Ahmed	360
(xiii)	Need to develop the National Waterway No. 5	
	Shri Bhartruhari Mahtab	361
(xiv)	Need to restrict the import of rubber	
	Shri Jose K. Mani	362
 <u>ANNEXURE – I</u>		
	Member-wise Index to Starred Questions	369
	Member-wise Index to Unstarred Questions	370
 <u>ANNEXURE – II</u>		
	Ministry-wise Index to Starred Questions	371
	Ministry-wise Index to Unstarred Questions	372

OFFICERS OF LOK SABHA

THE SPEAKER

Shrimati Sumitra Mahajan

PANEL OF CHAIRPERSONS

Shri Arjun Charan Sethi

Dr. M. Thambidurai

Shri Hukmdeo Narayan Yadav

Prof. K.V. Thomas

Shri Anandrao Adsul

Shri Prahlad Joshi

Dr. Ratna De (Nag)

Shri Ramen Deka

Shri Konakalla Narayan Rao

Shri Hukum Singh

SECRETARY GENERAL

Shri P. Sreedharan

LOK SABHA DEBATES

LOK SABHA

Tuesday, July 08, 2014/Ashadha 17, 1936 (Saka)

The Lok Sabha met at Eleven of the Clock

[HON. SPEAKER in the Chair]

MEMBER SWORN

HON. SPEAKER: Secretary-General will now call the names of the Members, who have not taken oath or affirmation.

SECRETARY GENERAL : Prof. Sanwar Lal Jat

RAJASTHAN

Prof. Sanwar Lal Jat (Ajmer) - Oath - Hindi

11.01 hrs

DISCUSSION UNDER RULE 193
Price rise

SHRI MALLIKARJUN KHARGE (GULBARGA): Madam, I am sorry that I am interrupting the business.

Madam, as you are aware, yesterday, we gave the notice of an Adjournment Motion under Rule 56. However, unfortunately, it has been rejected. At that time, the hon. Minister of Parliamentary Affairs said that he was not averse to a discussion, if it was taken up in some other form instead of it being taken up under Rule 56. You were also kind enough to indicate that this issue should be taken up for discussion.

I have already written a letter to you yesterday stating that we have given the notice of an Adjournment Motion based on genuine reasons and that it fulfills all the criteria to discuss it under that Motion. However, unfortunately, it has not been given its due prominence.

Therefore, if it cannot be discussed under an Adjournment Motion, then I would request you to kindly consider allowing the discussion in some other form and permit our Deputy Leader, Capt. Amrinder Singh, to initiate the discussion on the issue of price rise. It is a very important issue, and everybody wants that the House of People, the Lok Sabha, should have a debate on this. The entire country is watching to see what the Members of Parliament are going to do on this, how they are going to tackle this issue, and what kind of response the Government is going to give.

Therefore, I would request you to either allow the Adjournment Motion or convert it into some other form, as you may like, but the discussion should be taken up today itself.

माननीय अध्यक्ष : आप जानते हैं कि एडजर्नमेंट मोशन को तो कंवर्ट नहीं किया जा सकता लेकिन आज नियम 193 के अधीन दोपहर को इसी विषय पर चर्चा शुरू होनी है और उस समय जरूर आपकी पार्टी के प्रमुख का प्रमुखत्व से कैसे नाम आ जाए, इस पर मैं जरूर ध्यान दूंगी।

PROF. SAUGATA ROY (DUM DUM): Madam, I have given a notice for the suspension of Question Hour. ... *(Interruptions)*

HON. SPEAKER: There can be no suspension of Question Hour. ऐसे सस्पेंशन होता नहीं है। अब प्रश्न काल शुरू करते हैं* Now, let us take up Question Hour -- Q. No. 21, Shri Nagendra Kumar Pradhan.

... *(Interruptions)*

SHRI ADHIR RANJAN CHOWDHHURY (BAHARAMPUR): Madam, I have given you the notice for suspension of Question Hour. Gross injustice is being committed against the people of North East India, that is, Jharkhand, Bihar and the northern parts of Bengal, by denying setting up of AIIMS-like institutions... *(Interruptions)*

HON. SPEAKER: ऐसे जब चाहें, उठकर नहीं बोल सकते। Nothing should go on record.

*(Interruptions) ...**

HON. SPEAKER: I am sorry, please sit down.

... *(Interruptions)*

माननीय अध्यक्ष : ऐसे क्वेश्चन ऑवर सस्पेंड नहीं होता है। There is no rule. आप बैठ जाइए।

... (व्यवधान)

माननीय अध्यक्ष : आप समझदार हैं। बैठ जाइए।

... (व्यवधान)

* Not recorded.

11.04 hrs

ORAL ANSWERS TO QUESTIONS

HON. SPEAKER: Q. No. 21, Shri Nagendra Kumar Pradhan.

(Q. No. 21)

SHRI NAGENDRA KUMAR PRADHAN : What is the quantum of requirement of drought tolerant varieties of seeds in the country? Please provide the details, State-wise. Secondly, what exactly are the 'contingency plans' which were made by CRIDA in collaboration with State Agricultural Universities for 500 districts?

श्री राधा मोहन सिंह : माननीय अध्यक्ष जी, जो हमारी आकस्मिक योजना तैयार की गई है, 500 जिलों के लिए हमने तैयार करके भेजा है और जो शेष जिले उत्तर प्रदेश और छत्तीसगढ़ के बचे थे, उसके कुछ आंकड़े उपलब्ध नहीं थे लेकिन वह भी कल प्राप्त हो चुके हैं और उसको भी अब शीघ्र भेज दिया जाएगा।

SHRI NAGENDRA KUMAR PRADHAN : Hon. Speaker Madam, hon. Minister of Agriculture has just mentioned about the slow progress caused by delay in sowing of paddy, pulses, etc. He is showing the window of availing the benefit till early August. My point is whether the Government is confident that even though there is low rainfall in the country, in course of time, it will come to the average. How they can assess this?

श्री राधा मोहन सिंह : महोदया, हमारा विश्वास मौसम विज्ञान की जानकारी के आधार पर बनता है। प्रारंभ में अप्रैल महीने में जानकारी आई कि 95 प्रतिशत वर्षा होने की संभावना थी। जून महीने में जानकारी आई उसमें 93 प्रतिशत की संभावना आई थी। जैसा कि आपने बताया इसमें हमने क्षेत्रवाइज और स्टेटवाइज जानकारी दी है और जैसे-जैसे मौसम विभाग की जानकारी आएगी, उसी आधार पर संभावनाओं को आपके सामने रखेंगे।

SHRI M.B. RAJESH : Madam Speaker, the forecast of a weak monsoon is already a cause of concern for further worsening the agrarian situation in the country. Even in the last year, there has been a decline of 70 lakh acres under kharif crops. A weak monsoon will create an extra-ordinary situation. Madam Speaker, in order to meet the extra-ordinary situation, on the part of the Government extra-ordinary

steps are required. But in his answer, the hon. Minister has mentioned only about the normal steps which are going to be taken by the Government. So, through you, Madam Speaker, I would like to ask the hon. Minister whether the Government will announce inter-state loans to farmers in order to sustain agriculture production.

श्री राधा मोहन सिंह: महोदया, अभी सभी राज्य सरकारों के अधिकारियों से हमारे अधिकारियों ने राज्यों में जाकर बात की है और 18, 19 जून को सब राज्यों के अधिकारी आए थे, उनके साथ बैठक हुई है। जैसे स्थिति आगे बढ़ेगी हमने अन्य मंत्रालयों से भी सहयोग करके तैयारी करके रखी है। बिजली मंत्रालय से भी बात की है, योजना बनाई है। ग्रामीण विकास मंत्रालय और जो पेयजल की समस्या से संबंधित है, उनके साथ भी योजना बनाई है। राहत उपायों के लिए एसडीआरएफ के रूप में राज्य सरकारों के पास निधि पहले से उपलब्ध है। सामान्य श्रेणी के राज्यों के लिए तीन और विशेष श्रेणी के राज्यों के लिए नौ के अनुपात में एसडीआरएफ में भारत सरकार तथा संबंधित राज्य सरकार योगदान देती है। अगर कोई विशेष स्थिति आती है, टीम जाती है, उसका आकलन करती है और फिर उस प्रकार की सहायता देते हैं।

SHRI M.B. RAJESH : Madam, hon. Minister has not replied about inter-state loans.

श्री राधा मोहन सिंह : मैंने आपको बताया है कि यहां से टीम जाती है।... (व्यवधान)

माननीय अध्यक्ष: आप बार-बार न बताएं। एक बार बता दिया है।

(व्यवधान)

SHRI PRALHAD JOSHI : Madam, Indian economy is still considered as agricultural economy dependent on the amount of monsoon. Whether the Government has studied about cloud seeding which leads to artificial rain? Whether the Government has got any report and has any State Government used it? Was it found useful?

I have another question. Hon. Minister has stated that 85 per cent of the reservoirs are in normal range. But in Karnataka, almost all 12 reservoirs are going to be emptied within a week. Fodder shortage is also very acute.

HON. SPEAKER: Please ask the question.

SHRI PRALHAD JOSHI: The State Power Minister has stated that the State can be saved only by God and the State Government cannot help. That is the statement

he has given. He has said that the State is helpless. Water shortage is too huge. Labourers are going out of villages to other States like Goa. I would like to know whether the State Government has sent any proposal to the Central Government in this regard. The State is not at all acting on that. I would like to know whether the Government has got the proposal regarding cloud seeding. Are there reports on that? I would like to know whether the Government is going to think and act on that.

The third point is about the weather based insurance. It is a very important thing. I would like to know whether the Government is making it farmer friendly.

श्री राधा मोहन सिंह : माननीय अध्यक्ष, इसे भगवान के भरोसे नहीं छोड़ा जा सकता। माननीय सदस्य के ध्यान में होगा कि वर्ष 2009 में भी सूखा आया था तो उसे भगवान के भरोसे नहीं छोड़ा गया था और आगे भी ऐसा किसी के मन में विचार नहीं आ सकता। इसके लिए हमने तैयारी की है और आपके साथ चर्चा भी की है और राज्यों के पास इसके लिए हमारा जो पहले भी आबंटन है, पहले भी लगातार हमारी योजनाएं चलती हैं, लेकिन सूखे के अवसर पर हमने विशेष निर्देश दिया है कि क्या-क्या करना है और हम क्या कर सकते हैं, हमने उनके साथ बैठकर यह बात भी की है।

जहां तक कृषि बीमा योजना का सवाल है, माननीय महोदय के ध्यान में होगा कि 11वीं योजना के बाद जो कृषि बीमा योजना थी, 12वीं योजना के बाद जो गाइडलाइंस आई, उनमें कुछ परिवर्तन हुए और परिवर्तन के बाद तीन राज्यों गुजरात, हरियाणा और मध्य प्रदेश के मुख्य मंत्रियों ने उसका विरोध किया। उसके कारण जो उस समय सरकार थी, रबी की बुआई में उसे स्थगित किया। फिर जब खरीफ की फसल की बुआई आई तो तीन और भी दूसरे राज्यों से यह विरोध आने लगा कि जो नई गाइडलाइंस हैं, इनमें किसानों पर ज्यादा प्रीमियम है, उसके बाद कुछ राज्यों ने नया शुरू कर दिया था और कुछ राज्यों ने पुराने की मांग की है। हमने एक आदेश जारी किया कि जिस राज्य को पुराना चलाना है, वह पुराना चलायें और जिसे नया चलाना है वह नया चलायें और अगले छः महीने के अंदर, कल ही हमने मुख्य मंत्रियों को पत्र लिखा है कि सब बैठकर अपने विचार दीजिए और किसान के हित में जो स्थिति होगी, वह सबसे राय-मश्विरा करके बनाई जायेगी।

SHRI ASHOK SHANKARRAO CHAVAN : Madam, we are all aware that there has been a deficit of more than 37 per cent of cumulative rainfall in the country so far. Seeing the situation in the country and the situation which may arise in future,

has the Government taken any measures and passed on the necessary instructions to the financial institutions and banks regarding restructuring of loans which have been given to the farmers? Money has been taken by farmers for crops and it requires restructuring of their loans. I would like to know whether any such instructions have been passed on to banks and financial institutions.

Secondly, I would like to know whether, in view of the pressure on the State Governments to take various measures to meet this crisis situation, any financial assistance is being thought of to be given to the States.

SHRI KALYAN BANERJEE : This is a very important issue. इस पर आधे घंटे की चर्चा करा ली जाए।

श्री राधा मोहन सिंह : महोदया, अंतरमंत्रालयी केन्द्रीय टीम (आईएमसीटी) के आकलन, राष्ट्रीय कार्यकारी परिषद की उप समिति (एनसी-एनईसी) की संस्तुतियों तथा उच्च स्तरीय समिति द्वारा एससी और एनईसी की संस्तुतियों के विचार के आधार पर गृह मंत्रालय, भारत सरकार द्वारा एसडीआरएफ के माध्यम से तत्काल राहत उपायों के लिए केन्द्रीय सहायता तथा एनडीआरएफ के तहत अतिरिक्त सहायता आबंटित तथा प्रदान की जाती है।

PROF. SAUGATA ROY : Madam, the hon. Minister in his reply has stated that the Central Research Institute of Dryland Agriculture in collaboration with State Agricultural Universities has prepared contingency plans for 500 districts for implementing location specific interventions. In our country, without drought, there are many areas which are deficient in rains. There are areas like Bankura and Purulia in our State which do not receive normal rains at any time. So, what is necessary is to develop dry land farming. May I ask the hon. Minister as to what steps he is taking for water conservation? There are countries like Israel which have done drip irrigation, sprinkler irrigation where water is conserved. Is there any national programme to have water conservation systems under which dry areas can be properly irrigated so that we are not dependent on the vagaries of the monsoon?

Before I get an answer, Madam, I would like to seek one *spashtikaran*. Normally it has been a practice in our House that if Member asks a question in English, the reply is in English; and if the Member asks a question in Hindi, the reply is in Hindi. Will you please clarify? ... (*Interruptions*)

HON. SPEAKER: Not necessary. ऐसा नहीं है। यह आवश्यक नहीं है। आपको ट्रांसलेशन सुविधा उपलब्ध है।

मंत्री जी, आप बोलिए।

श्री राधा मोहन सिंह : महोदया, जल संचयन की बहुत सारी योजनाएं देश में पहले से चल रही हैं। हमारी और भी नयी योजनाएं प्रारम्भ होंगी। जब बजट आयेगा, उसके बाद इस पर विस्तार से आपको जानकारी मिल जायेगी।

माननीय अध्यक्ष : मैं देख रही हूँ कि बहुत से हाथ ऊपर उठ रहे हैं, यह महत्वपूर्ण विषय है, लेकिन हमें और भी क्वेश्चन लेने हैं, बाकी लोग भी बैठे हैं। आप चाहें तो माननीय सदस्य इस पर नोटिस दें, आधे घंटे की चर्चा भी दी जा सकती है और बाद में बजट में भी चर्चा हो सकती है।

... (*Interruptions*)

(Q. No. 22)

SHRI B.V. NAIK : Hon. Speaker, Madam, as per a news report which appeared in *The Indian Express* dated 10th June 2014, the Government is considering urea price hike to cap the fertiliser subsidies. The report says that the Government is considering a proposal to raise the price of urea, the fertiliser most used by the farmers, by at least 10 per cent in order to contain huge subsidy costs that are adding to the burden. Keeping in view the above I would like to know from the Minister whether the Union Government has finalised the urea price hike; if so, by what time a final decision in this regard is likely to be taken?

SHRI ANANTHKUMAR: Madam Speaker, I want to assure the House that our Government does not propose any hike in the urea fertiliser prices. The Government of India under the leadership of Shri Narendra Modi has decided to provide the subsidy required on urea, and to provide urea to all the farmers of the country with no dearth of urea.

Madam, we require 31 million tonnes of urea. The domestic production is 22 million tonnes, from Oman joint venture we get two million tonnes, and we import the remaining seven million tonnes of urea. I assure the House that for this kharief and rabi crops there will be no dearth of urea at subsidised prices to the farmers of the entire country.

SHRI B. V. NAIK : Madam Speaker, I would like to know from the hon. Minister of Chemicals and Fertilisers if there is any intention to provide additional subsidy on nutrient fertilisers like DAP, potash and compost. I ask this because many farmers are using more urea which does not help improve the fertility of land, while nutrient fertilisers are helpful to the fertility of land and also to the growth of agricultural production. So, is there any intention in the Government to provide additional subsidy on nutrient-based fertilisers?

SHRI ANANTHKUMAR: Madam, already the Government of India is providing subsidy on all nutrient-based fertilisers other than urea, especially nitrogen, phosphorous, potash and sulphate fertilisers. I entirely agree with the hon.

Member that for the sake of the soil health the ratio of the fertilisers has to be 4:2:1, but today unfortunately it is 8:2:1. The only way ahead is that we need to educate the farmers so that they not only use micro-nutrients, but also think about the soil health and shift to the organic manure whereby the balance can be maintained.

DR. A. SAMPATH : Madam Speaker, from the reply of the hon. Minister, I understand that the fertilizer basket of our nation is growing – the demand is growing and we have become the third largest consumer of fertilizers in the whole world. But at the same time, the hon. Minister stated the truth – our country is import-dependent to the extent of 100 per cent in potash-sector and about 90 per cent in phosphate-sector in the form of either finished fertilizer or intermediaries. It means that we are becoming more and more dependent on imports.

My question is, what measures the Government will take to increase production of fertilizer from the public sector. I would also like to know from the hon. Minister the current status of the urea-ammonia complex of FACT, Cochin in Kerala.

SHRI ANANTHKUMAR: Madam, regarding self-reliance in fertilizer sector, both in urea and non-urea fertilizers, the only way ahead for the Government is that we need to acquire assets in various other countries. We are import-dependent in both phosphate and potash raw materials. Therefore, the Government of India has undertaken many joint venture projects; we have undertaken joint ventures in Oman, Senegal, Jordan, Morocco and Tunisia. We are going to have joint ventures in Iran, Russia, Togo and Canada. So, we are on the anvil of all these acquisitions. Then, I think, we will be reaching near-self-reliance in this regard.

Secondly, regarding FACT, Cochin which is the mother of all the fertilizer companies in the country, I personally visited that company; my first visit as the Minister of Chemicals and Fertilizers was to FACT, Cochin. I went with the sole intention of reviving that unit. Already, we have made a revival plan for Rs.990

crore; that revival plan has been circulated. I hope that the revival plan will see the light of the day.

योगी आदित्यनाथ : माननीय अध्यक्ष महोदया, जब खेती का समय होता है, तब किसानों के लिए उर्वरक गायब होता है, यह पिछले दस वर्षों से हम लोग देखते आ रहे हैं। मैं माननीय मंत्री जी से जानना चाहता हूँ कि फर्टिलाइज़र कार्पोरेशन ऑफ इंडिया की गोरखपुर, सिंदरी, तालचर, रामागोण्डम तमाम ईकाइयाँ पिछले कई वर्षों से बंद हैं। बी.आई.एफ.आर. ने उन ईकाइयों को चलाने के लिए सरकार को निर्देश भी दिया है। मैं माननीय मंत्री जी से जानना चाहता हूँ कि सरकार इन ईकाइयों को चलाने के लिए क्या कर रही है, क्योंकि हम जो फर्टिलाइज़र आयात करते हैं, अगर उसका उत्पादन देश के अंदर ही होने लग जाएगा तो उसकी उपलब्धता और किसानों को सही दाम पर मिलना भी वह प्रारंभ हो जाएगा। इन ईकाइयों को चलाने के लिए सरकार क्या करने जा रही है?

श्री अनन्तकुमार : अध्यक्ष जी, माननीय सदस्य का प्रश्न दूसरे तारांकित प्रश्न पर है, परंतु फिर भी इस सवाल का जवाब देने का प्रयास मैं करूँगा। 1990 से गोरखपुर की फर्टिलाइज़र कंपनी बंद हुई है। इसलिए यदि इन सारी कंपनियों का हमको फिर से रिवाइवल करना होगा, तो जगदीशपुर से हल्दिया की जो पाइपलाइन बनेगी गैस अथॉरिटी ऑफ इंडिया से, तब हम बरौनी के, सिंदरी के, हल्दिया के और दुर्गापुर के ... (व्यवधान)

माननीय अध्यक्ष : कृपया बीच में मत टोकिए। आप बोलते जाइए।

हूँ (व्यवधान)

श्री अनन्तकुमार : मैडम, मैं जगदीशपुर से हल्दिया की पाइपलाइन के बारे में बात कर रहा हूँ और इस पाइपलाइन के इर्द-गिर्द में जो फर्टिलाइज़र कंपनियाँ हैं, उनको रिवाइव करने के बारे में हम सोच सकते हैं। इसलिए पाइपलाइन बिछाने के साथ फर्टिलाइज़र कंपनीज़ को रिवाइव करने का प्लान केन्द्र सरकार के कंसीडरेशन में है।

श्री जयप्रकाश नारायण यादव : अध्यक्ष जी, मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि भारत कृषि प्रधान देश है और जब खेती बेहतर होगी, किसानों के खेत में फसल लहलहाएगी तभी देश समृद्ध होगा।

माननीय अध्यक्ष : आप प्रश्न पूछिए।

श्री जयप्रकाश नारायण यादव : माननीय अध्यक्ष जी, मेरा मंत्री जी से प्रश्न है कि जो उर्वरक है, खाद है, उसका स्टोरेज हर एक राज्य में कितना किया गया है, नंबर एक। बिहार के बाबत क्या किया गया है? दूसरा, किसानों को जो खाद मिलता है तो उसकी कीमत यदि ढाई सौ-तीन सौ रुपये प्रति क्विंटल है, वहीं बाजार में किसानों को सात सौ-आठ सौ रुपये प्रति क्विंटल आंसू बहाते हुए लेना पड़ता है। उसके लिए भी

उसको दर-दर की ठोकर खानी पड़ती है। इसलिए सरकार सुनिश्चित करे कि किसानों के आंखों में आंसु न बहे और सही रेट पर किसानों को खाद उपलब्ध हो, इसके लिए दिशा-निर्देश माननीय मंत्री जी देंगे और करेंगे। क्योंकि माननीय मंत्री जी बोल चुके हैं कि कृषि को हम आगे बढ़ाएंगे।

श्री अनन्तकुमार : अध्यक्ष जी, जहां तक खाद के वितरण की जिम्मेदारी की बात है, वह प्रदेश सरकारों की है। इसलिए माननीय सदस्य को मैं इतना ही कहना चाहूंगा कि खाद और उर्वरक का उत्पादन करके प्रदेशों तक पहुंचाने की जिम्मेदारी केन्द्र सरकार की है। इसको मॉनीटरिंग करने के लिए वेब पेज फर्टिलाइज़र मॉनीटरिंग सिस्टम शुरू किया है। हम इसके द्वारा रोज़ाना मॉनीटरिंग करते हैं और हफ्ते में एक बार कृषि मंत्रालय में वीडियो कॉन्फ्रेंसिंग करके हर प्रदेश के कृषि मंत्रालय से जो मांग होती है, उसकी आपूर्ति के लिए काम करते हैं। एज़न्शियल कमोडिटी एक्ट के तहत फर्टिलाइज़र कंट्रोल ऑर्डर निकालने की जिम्मेदारी है, लेकिन ज्युरीस्टिक्शन प्रदेश सरकारों का है, उसके हिसाब से, यानी वहां होल्डिंग नहीं होनी चाहिए और किसानों को खाद मिलनी चाहिए, उसकी पूरी जिम्मेदारी प्रदेश सरकारों की है। लेकिन यहां से उत्पाद करके देश भर में खाद पहुंचाने की बात है तो मैं अध्यक्ष जी आपके माध्यम से हाउस को और पूरे देश को आश्वस्त करना चाहूंगा कि जो यूरिया और नॉन यूरिया खाद का आवंटन करके भेजना चाहिए, वह हम भेज चुके हैं।

SHRI N.K. PREMACHANDRAN : Thank you, Madam. I would also like to thank the hon. Minister for assuring the House that the urea price will not be increased and the FACT will be revived. Out of 31 major fertiliser manufacturing units in India, only 10 units are making profit. They are getting the domestic natural gas at a price of 4.2 US dollars. My specific question to the hon. Minister is whether the domestic natural gas will be made available to all the companies, including the mother plant, FACT which you have cited just now, at a price of 4.2 US dollars. I would also like to know as to whether the Minister could assure the House that the revival package of Rs.990 crore, which is pending with the previous Government, will be implemented in a time-bound manner.

SHRI ANANTH KUMAR: Madam, the basic problem of providing fertilisers at an affordable rate is that for the supply of gas, which is the raw material for manufacturing of fertilisers, we are directly dependent on imports. Actually we require 46 MMBtu gas for producing fertilizer. But the gas available in the

country is only 31 MMBtu. Therefore, we need to import remaining 16 MMBtu gas. As the hon. Member has rightly pointed out, the price of domestic gas is 4.2 dollars but the international gas is at 8.4 dollars ranging up to 23 dollars.

SHRI N.K. PREMACHANDRAN : But FACT is purchasing gas at 15 dollars to 24 dollars.

SHRI ANANTHKUMAR: Actually, the FACT Plant in Travancore is taking the gas from Petronet in Kochi that is costing FACT 23 dollars per MMBtu.

Therefore, I suppose we need to think about pooling of gas. Not only pooling of gas, we also need to attempt the price pooling of gases, at least as regards the domestic gas.

माननीय अध्यक्ष : अब थोड़ा कल्चर को सुदृढ़ करें।

Q. 23 – Adv. Joice George

(Q. No. 23)

ADV. JOICE GEORGE : Madam Speaker, there is some mention about strengthening of the folklores but there is no mention as regards strengthening of tribal folklores. My specific question is whether there is any specific programme for strengthening of tribal folklores in India.

SHRI SHRIPAD YESSO NAIK: Madam, the National School of Drama is doing a lot of things for tribals. It is organizing two tribal festivals – one at Shanti Niketan, West Bengal and the second at Mumbai in which various traditional theatre forms of tribal artists from across the country are invited. It has documented the entire event. ट्राइबल के लिए कल्चर मिनिस्ट्री बहुत सारे कार्य करती है। आगे जैसा आपका सजेशन होगा, हम और भी कार्य करेंगे।

ADV. JOICE GEORGE : Madam, there is a drastic decline in the grants allotted through Performing Arts Grants Scheme. In 2012, the grant allotted for Kerala was Rs.193 lakh but for the year 2013-14, the grant was only Rs.16 lakh. I would like to know the reason for this remarkable decline in the amount of grants under the Performing Arts Grants Scheme.

श्री श्रीपाद येसो नाईक : अध्यक्ष महोदया, मैं यह कह सकता हूँ कि परफॉर्मिंग आर्ट के ग्रांट के बारे में हमारे कल्चर मिनिस्ट्री में जो कुछ प्रोग्राम बनते हैं और ग्रांट में भी हम सबसे ज्यादा केरल को देते हैं।

आप ने कहा कि यहां सबसे कम मिला है। हमारे पास जो भी एप्लीकेशन आते हैं, उनमें मेरे ख्याल से हम ने ज्यादा से ज्यादा केरल को ग्रांट दिए हैं। आपका फाइनेंस के बारे में कहना सही है। अभी जन-जागृति ज्यादा हो गयी है और लोग इस स्कीम की ओर आकृष्ट हुए हैं। इसमें ज्यादा एप्लीकेशन आते हैं। मैं माननीय प्रधान मंत्री से, फाइनेंस मिनिस्टर से रिक्वेस्ट कर के ज्यादा से ज्यादा फंड इस स्कीम में देने की मांग करूंगा।

श्री थुपस्तान छेवांग : स्पीकर महोदय, मंत्री जी ने अपने क्वेश्चन के पार्ट-बी में यह कहा है कि जो भी अनुदान इस स्कीम के ज़रिए दी जाती है, वह डायरेक्टली स्टेट या यूनियन टेरिटरी को नहीं दिया जाता है। मैं मंत्री जी से पहले यह जानना चाहूंगा कि इसकी कार्य प्रणाली कैसी है? क्या डायरेक्ट मिनिस्ट्री ऑफ कल्चर को एप्रोच करते हैं या स्टेट के माध्यम से होता है?

दूसरा, मैं यह जानना चाहूंगा कि पार्ट-सी के उत्तर में एनएसडी के ज़रिए कल्चर को अनुदान देने की, उसको रिवाइव करने की जो भी कोशिश की जा रही है, वह पर्याप्त नहीं है। क्या मिनिस्टर साहब यह बताने की कोशिश करेंगे? जैसे अभी मेरे मित्र ने ट्राइबल एरियाज के बारे में क्वेश्चन उठाया, मैं जम्मू-कश्मीर को यहां खास तौर से मेन्शन करना चाहूंगा। जम्मू-कश्मीर, लद्दाख, जम्मू-कश्मीर में दो-तीन अंग हैं। वहां पर उनको प्रमोट करने की बहुत गुंजाइश है। उस बारे में मंत्री जी बताने की कोशिश करेंगे कि उनके लिए क्या कुछ किया जा रहा है?

श्री श्रीपाद येसो नाईक: अध्यक्ष महोदया, हमारे बहुत से प्रोग्राम संगीत नाटक अकादमी से चलते हैं। नेशनल स्कूल ऑफ ड्रामा ही स्कीम को आगे ले जाती है। मुझे कहना है कि जो कुछ फंड मिलता है, कई स्कीम्स के माध्यम से जो स्कॉलरशिप मिलेगी या बाकी स्कीम्स होंगी, वह डायरेक्टली आर्टिस्ट जोनल सेंटर को एप्लाइ करता है, वह सब कुछ बाद में नेशनल अकादमी में आता है। फिर यहां से वहां सिलेक्शन होता है और डायरेक्ट आर्टिस्ट को मिलता है। बाकी स्कीम में जो पैसा जाता है, थ्रु स्टेट गवर्नमेंट जाता है। माननीय सदस्य ने फाइनेंशियल के बारे में कहा है, जैसा मैंने अभी कहा कि यहां बहुत से फार्म्स आते हैं, हमारे पास जो फंड होता है, उसी में हम कर लेते हैं। आगे कुछ अन्य स्कीमें आएंगी तो हम ज्यादा फंड के बारे में सोचेंगे।

श्री ताम्रध्वज साहू : माननीय अध्यक्ष जी, मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहता हूं, इसमें आपने जो एनेक्सचर थर्ड में उत्तर दिया है - आर्टिस्ट पेंशन स्कीम एंड वेलफेयर फंड। इसमें छत्तीसगढ़ का नाम नहीं है। क्या छत्तीसगढ़ के किसी कलाकार को पेंशन और स्कीम में शामिल नहीं किया गया है, क्योंकि मैं जानता हूं कि छत्तीसगढ़ में भी काफी कलाकारों को पद्मभूषण, पद्मश्री से अलंकृत किया गया है। आए-दिन समाचार-पत्रों में हमको पढ़ने को मिलता है कि उनके इलाज के लिए पैसे नहीं हैं, बीमार अस्पताल में पड़े हैं, भूख से मर रहे हैं। क्या माननीय मंत्री जी छत्तीसगढ़ गवर्नमेंट से पूरे छत्तीसगढ़ के कलाकारों की सूची, संस्थाओं और समितियों की सूची मंगा कर ऐसे कलाकारों पेंशन स्कीम और उनके वेलफेयर के लिए निर्देश करेंगे और जानकारी देंगे?

श्री श्रीपाद येसो नाईक: अध्यक्ष महोदया, माननीय सदस्य ने छत्तीसगढ़ के बारे में कहा है। हमारे यहां इस स्कीम के अंदर एप्लीकेशन नहीं आई थी, इसलिए मिला नहीं है। लेकिन वहां ऐसे जो आर्टिस्ट हैं, उनकी सूची प्राप्त होने के बाद हम उसे देखेंगे।

SHRIMATI SATABDI ROY : Madam, West Bengal is known for its leading role in art, theatre and performing arts. I would like to know if the hon. Minister will consider setting up a branch of National School of Drama in Kolkata to further the

cause of theatre in Eastern India. इन्होंने अभी बोला है कि पेंशन के बारे में नाम देने से वे करेंगे। ये वेस्ट बंगाल के टैक्नीशियन एंड आर्टिस्ट के लिए भी कंसीडर करना है।

श्री श्रीपाद येसो नाईक: माननीय अध्यक्ष महोदया, मैं आपके माध्यम से माननीय सदस्या को बताना चाहता हूँ, इन्होंने जो मांग की है, उस पर हम विचार करेंगे। आप अपना प्रपोज़ल कृपया भेज दीजिए।... (व्यवधान)

माननीय अध्यक्ष: सौगत राय जी, वे कलाकार हैं, उन्होंने चिन्ता की है। आप बैठ जाइए।

श्री आधलराव पाटील शिवाजीराव: माननीय अध्यक्ष जी, मैं आपके माध्यम से कहना चाहता हूँ, सारा देश जानता है कि महाराष्ट्र कलाकारों की भूमि है, जहां ड्रामा आर्टिस्ट और तमाशा आर्टिस्ट होते हैं। तमाशा आर्टिस्ट के लिए महाराष्ट्र गवर्नमेंट या सेंट्रल गवर्नमेंट की तरफ से पिछले कई दिनों से पेंशन अनुदान दिया जाता है... (व्यवधान) मैं माननीय मंत्री जी से पूछना चाहूंगा, बहुत सारे आर्टिस्ट हैं, जिन्होंने पूरी लाइफ कला के लिए अर्पित की है - जैसे तमाशा आर्टिस्ट और ड्रामा आर्टिस्ट। क्या सेंट्रल गवर्नमेंट की तरफ से कोई स्कीम आई, जिसके तहत तमाशा आर्टिस्ट के लिए अनुदान या पेंशन दी जाती है?

श्री श्रीपाद येसो नाईक: अध्यक्ष महोदया, माननीय सदस्य ने जो प्रश्न पूछा है, जो हमारी स्कीम्स हैं - परफोर्मिंग आर्ट्स ग्रांट्स स्कीम, फेलोशिप स्कीम, स्कॉलरशिप स्कीम और आर्टिस्ट पेंशन स्कीम्स आदि हैं। इन स्कीमों के द्वारा आप यदि एप्लाई करेंगे तो आपको भी ये स्कीम्स मिलेंगी।

माननीय अध्यक्ष: परफोर्मिंग में तमाशा भी आता है।

(Q. No. 24)

श्री अर्जुन राम मेघवाल : अध्यक्ष जी, मेरा प्रश्न मैगा फूड पार्क की स्कीम से सम्बन्धित है। जो मंत्री जी ने जवाब दिया है, उसके अनुसार इनको पूरे 30 प्रपोजल तीन साल में प्राप्त हुए हैं और उन 30 प्रपोजल्स में से 13 प्रोजेक्ट्स इन्होंने सैंक्शन किये हैं और 13 प्रोजेक्ट्स ही इन्होंने रिजैक्ट किये हैं।

मैं बीकानेर संसदीय क्षेत्र से आता हूँ और वहां पर जो भुजिया होती है, पूरे देश में जो बीकानेरी भुजिया के नाम से प्रसिद्ध है, उसमें एक एग्रीकल्चर प्रोडक्शन मोठ है। उस मोठ के कारण वह बहुत फेमस हुई। क्लाइमेट भी उसमें एक इश्यू है। इन 30 प्रपोजल्स में बीकानेर का जो प्रपोजल है, उसका इसमें उल्लेख नहीं है। उसका कारण क्या रहा, क्यों नहीं उल्लेख है? मैं जहां तक समझ पा रहा हूँ, मैगा फूड पार्क में एक एस.पी.वी. नामक कंडीशन है। यह स्कीम बहुत अच्छी है, लेकिन 30 प्रपोजल्स प्राप्त हुए, 13 मंजूर हुए, 13 रिजैक्ट हुए, क्योंकि, इस स्कीम में क्लस्टर बेस्ड एप्रोच है। मेरा मंत्री जी से यह सवाल है कि जो कंडीशन्स लगाई गई हैं, उन कंडीशन्स को ठीक करके सरलीकरण करने का विचार है क्या? ये फूड पार्क हम दस सालों से सुनते आ रहे हैं, लेकिन 10 सालों में कोई ज्यादा फूड पार्क मंजूर हुए हैं, ऐसा नहीं है। अब नई सरकार आई है तो मंत्री जी से अपेक्षा है और प्रश्न है कि इसमें सरलीकरण करने का विचार है या नहीं?

श्रीमती हरसिमरत कौर बादल : मैडम, यह बिल्कुल सही है कि पिछले दस सालों में, जितने तीन सालों में खास तौर से मैगा फूड पार्क सैंक्शन हुए हैं, उनमें से जितने लगने चाहिए, वे पूरे नहीं लग सके, लेकिन इसके बहुत से अन्य कारण हैं। सबसे बड़ा कारण यह है कि स्कीम में दिखाते हैं कि 50 एकड़ जमीन की जरूरत होती है, 50 एकड़ जमीन एक जगह में लेना बहुत मुश्किल होता है, उसमें समय लगता है। उसके बाद उस जमीन के लिए सी.एल.यू. स्टेट गवर्नमेंट से लेने में भी बहुत टाइम लग जाता है और सी.एल.यू. लेने के बाद जो आगे उस मैगा फूड पार्क में आइडिया है कि छोटे-छोटे और यूनिट्स लगे, जिससे छोटे किसानों को भी फायदा हो तो यह आगे जब सब-लीज़ करना होता है तो जब लैंड लीज़ पर ली जाती है तो सब-लीज़ का क्लाइमेट नहीं होता। कई सारे ऐसे कारण हैं, जिनको देखा जा रहा है और उसमें जो सुधार किया जा सकता है, वह सुधार करने की कोशिश की जायेगी।

जहां तक एस.पी.वी. की इन्होंने बात की है। इसमें तीन-चार स्टेजेज़ होते हैं, सबसे पहले एक एक्सप्रेसशन ऑफ इंटरेस्ट आता है, जब सरकार मैगा फूड पार्क सैंक्शन करती है तो एडवरटाइज़मेंट देती है, मंत्रालय एक्सप्रेसशन ऑफ इंटरेस्ट इन्वाइट करता है कि कौन लगाना चाहता है। लोग अपने आप एप्लाइ करते हैं। वे जब एप्लाइ करते हैं तो एक कमेटी उसको चैक करती है, चैक करने के बाद एक और टैक्नीकल कमेटी उसे देखती है। उसके बाद तीसरी कमेटी देखती है और यह सब देखने के बाद वे

सैंक्शन होते हैं। सबसे पहली स्टेज होती है कि यह एस.पी.वी. की जो एक कंडीशन होती है, जिसमें आपके पास जमीन होनी चाहिए, सी.एल.यू. होना चाहिए, फाइनेंशियल आपका सारा अरेंजमेंट होना चाहिए, तब जाकर आपको सैंक्शन मिलती है। इसलिए यह एस.पी.वी. (स्पेशल परपज़ व्हीकल) है, ताकि लोग ग्राण्ट लेकर काम कर सकें। इसके मेन क्राइटीरिया में जमीन हो, पैसा हो, सारा कुछ टाइड-अप हो, उसके बाद ही एप्रूवल मिलती है।

जैसा ऑनरेबिल मैम्बर ने कहा कि इनके यहां बीकानेर में भुजिया का है तो मैं उम्मीद करती हूँ कि वहां से जब नये प्रोजेक्ट्स सैंक्शन किए जाएंगे तो उसमें वे जरूर एप्लाई करें, मैं इसको देख रही हूँ कि कारण क्या है कि सारे जितना इसको पोपुलर होना चाहिए, क्यों सारे नहीं लग रहे हैं और स्कीम्स में बदलाव जो कर सकते हैं, जिस करके यह स्कीम आगे बढ़ सके, वह जरूर किया जायेगा।

श्री अर्जुन राम मेघवाल : मैं मंत्री जी का धन्यवाद करना चाहता हूँ कि बीकानेरी भुजिया के लिए ये सैद्धान्तिक स्वीकृति अभी सदन में दे रही हैं। मेरा आपके माध्यम से दूसरा सप्लीमेंटरी प्रश्न है कि जो ये एस.पी.वी. (स्पेशल परपज़ व्हीकल) है और उसके साथ जुड़ा हुआ स्टेक होल्डर है, जितने प्रोजेक्ट्स मंजूर भी हुए हैं तो मेरी जानकारी जो है, उसके मुताबिक मैं कह रहा हूँ कि स्टेट गवर्नमेंट, एस.पी.वी. और स्टेक होल्डर्स, इन तीनों के बीच में कोआर्डिनेशन नहीं है।

एसपीवी वाले जब मेगा फूड पार्क प्रोजेक्ट मंजूर करके ले जाते हैं, उसके बाद स्टेट गवर्नमेंट से भी संबंध अच्छे नहीं रखते हैं और जो स्टेक होल्डर्स होते हैं, उनकी भी कई ऐसी शिकायतें आती हैं कि एसपीवी वाला हमारा शोषण कर रहा है। स्टेट गवर्नमेंट, एसपीवी और स्टेक होल्डर्स इन तीनों के बीच में कोई कोआर्डिनेशन बैठाकर, अगर स्टेट गवर्नमेंट को ही एसपीवी बना दें या कुछ कंडीशन में सरलीकरण कर दें तो यह स्कीम ज्यादा लाभान्वित हो सकती है। मेरा आपके माध्यम से माननीय मंत्री जी से यह प्रश्न है।

श्रीमती हरसिमरत कौर बादल : मंत्रालय की तरफ से एक लोकल ऑफिसर स्टेट लेवल पर एप्वाइंट किया जाता है, जो इसको आगे देखते हैं। इसमें कोई शक नहीं कि जैसे स्कीम पहले थी, उसमें यह प्रॉब्लम जरूर आती थी। इन्हीं को देखते हुए कई चेंजेज किये गये हैं, अभी नये मेगा फूड पार्क जो किये जायेंगे, जिसमें एक बड़ा चेंज यह किया गया है कि पहले जो कोआपरेटिव और स्टेट एजेंसीज थीं, उनको भी यह स्कीम फिट नहीं आती थी। अब उनके लिए एसपीवी की जरूरत नहीं होगी, जिससे डॉयरेक्टली कोआपरेटिव और स्टेट एजेंसीज भी कर सकती हैं और यह जो नोमिनेट किया जाता है, स्टेट लेवल पर जो ऑफिसर होता है, अक्सर वे कमिश्नर होते हैं, डिप्टी कलेक्टर्स होते हैं तो वे इस सारे को मानीटर करते हैं

और उन्हीं का यह काम होता है। ये जो स्टेट के साथ प्रॉब्लम्स आती हैं, इसीलिए उनको उस कमेटी में डाला जाता है ताकि वे स्टेट लेवल पर फॉलोअप कर सकें।

श्री ज्योतिरादित्य माधवराव सिंधिया : महोदया, हमारे देश में फूड प्रोसेसिंग के क्षेत्र में क्षमता बहुत है। आज भारत दूध के क्षेत्र में नम्बर वन उत्पादक है, फ्रूट एंड वेजिटेबल के क्षेत्र में नम्बर दो और फूड ग्रेन्स के क्षेत्र में नम्बर तीन, लेकिन हमारी वेस्टेज करीब 40 प्रतिशत है। यह जो मेगा फूड पार्क स्कीम है, मेरा प्रश्न यह है कि मंत्री जी को और उन्होंने उल्लेख भी किया है कि कठिनाईयां हैं और यह वास्तविकता है जो मंत्री जी ने कहा, लेकिन कठिनाईयों का समाधान करने के लिए मंत्रालय और मंत्री जी की क्या सोच है? इसी के साथ जो एक प्रस्ताव रखा गया था कि जो कैपिटल कॉस्ट है, उसे पचास करोड़ से बढ़ाकर सौ करोड़ रखा जाए, उस पर सरकार की क्या सोच है और कितने लोगों को इसके आधार पर भविष्य में रोजगार मिल पाएगा? कृपया इस बारे में हमें सूचित करें। ... (व्यवधान)

श्रीमती हरसिमरत कौर बादल : जो यह मेगा फूड पार्क की स्कीम है, जैसा इन्होंने वेस्टेज के बारे में कहा, पोस्ट हार्वेस्टिंग इंजीनियरिंग और टेक्नॉलाजी की एक स्टडी सिफेट ने की है, उसमें उन्होंने बताया है कि जो पेरिशेबल फ्रूट्स एंड वेजिटेबल्स होते हैं, उसमें तकरीबन 6.8 से लेकर 18 परसेंट तक वेस्टेज होते हैं, जिसमें सबसे ज्यादा मात्रा फ्रूट और वेजिटेबल में होती है। एक कारण यह है कि फ्रूट प्रोसेसिंग में फ्रूट्स एंड वेजिटेबल्स में की प्रोसेसिंग सबसे कम है, इसमें कोई शक नहीं है, मिल्क की ज्यादा है, दूसरी चीजों की ज्यादा है। खास तौर से हमारे देश में लोगों को फ्रेश फ्रूट्स और फ्रेश वेजिटेबल्स की आदत है, प्रोसेस्ड फ्रूट्स की अभी इतनी आदत नहीं है। इस मेगा फूड पार्क का एक यही उद्देश्य था कि वेस्टेज को घटाने के लिए ये मेगा फूड पार्क बनाये जाएं। हब एंड स्पोक एक मॉडल होता है, जहां पर एक बड़ा प्रोसेसिंग सेंटर होता है और फॉर्म लेबल पर कलेक्शन सेंटर्स होते हैं, उसके पास प्राइमरी प्रोसेसिंग सेंटर्स होते हैं, फिर ये सेंट्रल प्रोसेसिंग सेंटर्स पर आते हैं। यह हब एंड स्पोक मॉडल इसीलिए है ताकि उसकी कवरेज चारों तरफ से हो सके, इसीलिए मेगा फूड पार्क को इनविजन किया गया था। जैसा पहले बताया कि इसकी जैसी सक्सेस रेट होनी चाहिए, वह नहीं है। हमारी गवर्नमेंट से मुझे पूरी उम्मीद है कि यह सपोर्ट मिलेगा, वे चेंजेज लाने के लिए जिससे यह स्कीम आगे बढ़ सके।

As far as the hon. Member's suggestion that the amount of subsidy should be raised from Rs. 50 crore to Rs. 100 crore is concerned, I would like to say that, unfortunately the financial status has not been left in such a condition that we would do things that we would love to do. So, soon as the funds situation is put on

the right track, I am sure we will look into that. Meanwhile, other alternatives or options are being weighed.

श्री दुष्यंत चौटाला : महोदया, अभी मंत्री जी ने कहा कि नये फूड प्रोसेसिंग प्लांट्स देश के अंदर और खोले जाएंगे। मैं इतना ही पूछना चाहूंगा कि क्या हरियाणा प्रदेश में और हिसार लोक सभा क्षेत्र में भी कोई प्लांट सेट अप करने की कोई उम्मीद केंद्र सरकार रखती है?

श्रीमती हरसिमरत कौर बादल : नए मेगा फूड पार्क्स के लिए अभी भी स्कीम 31 जूलाई तक ओपेन है। लोग अपना एक्सप्रेसन ऑफ इंटेरेस्ट (ई.ओ.आई.) भेज सकते हैं। शायद, इसको एक्सटेंड करने के बारे में सोचा जा सकता है। यह अभी भी अवेलेबल है।

SHRIMATI KAVITHA KALVAKUNTLA : Madam, in Nandipet Mandal in my constituency, around 380 acres have already been acquired from the farmers but the Food Park never started in the past seven years. I just want to understand the reason behind it. I think the final approval is still pending. Will the final approval happen? If not, will the land be given back to the farmers?

SHRIMATI HARSIMRAT KAUR BADAL: Like I said earlier, there are various stages in it. Once those norms are met, then the approvals are given. So, if the final approval is still pending, it means that either funds have not been tied up or the land is not there in that unit of 50 acres. As soon as all the options are cleared, the grant is released.

माननीय अध्यक्ष : सभी प्रश्नों के उत्तर अच्छी तरह से आ गए हैं।

(Q. No. 25)

श्री निशिकान्त दुबे : मैडम, पिछले दस साल से यह देश बनाना रिब्लिक हो गया है। बंगलादेश के लोग आते हैं और हमारे सैनिकों का सर काट कर चले जाते हैं। पाकिस्तान के लोग आते हैं और सैनिकों का सर काट कर चले जाते हैं। जाली नोट का धंधा, ड्रग्स का धंधा, नेपाल का बॉर्डर खुला है, बंगलादेश से इंफिल्ट्रेशन हो रहा है। मैं जिस इलाके से चुन कर आया हूँ, उस इलाके का पूरा का पूरा डेमोग्राफी चेंज हो गया है। चाहे हम असम की बात करें, बिहार की बात करें, या बंगाल की बात करें, जम्मू-कश्मीर में कारगिल जैसी घटना हो जाती है, मुंबई में ताज जैसी घटना हो जाती है। कभी हमारे फ्लाइट का अपहरण हो जाता है। इस तरह की सिचुएशन में सरकार कभी यू.आई.डी. के माध्यम से बंगलादेशी इंफिल्ट्रैटर्स को यहां का नागरिक बनाने का प्रयास करती है, एन.पी.आर. धरा का धरा रह जाता है।

माननीय अध्यक्ष : कृपया आप अपना प्रश्न पूछिए।

श्री निशिकान्त दुबे : इस देश में चारों तरफ से इंफिल्ट्रेशन हो रहा है, चाहे वह चाइना के माध्यम से हो रहा हो, नक्सलिज्म हो, या टेररिज्म हो, इश्यू यह है, ...(व्यवधान) चूकि आप सपोर्ट कर रहे हैं, आप इसको वोट बैंक के लिए कर रहे हैं। ...(व्यवधान) मैं इसे हिन्दू और मुस्लिम के तौर पर नहीं देख रहा हूँ। ...(व्यवधान) हमारे यहां जो रेहड़ी वाले, ड्राइवर, नौकर हैं, उनका रोजगार जा रहा है। ...(व्यवधान) आप बांगलादेशियों को वोट बैंक के लिए नागरिक बनाना चाहते हैं। ...(व्यवधान)

माननीय अध्यक्ष : कृपया आप अपना प्रश्न पूछिए।

...(व्यवधान)

श्री कल्याण बनर्जी : कौन बनाना चाहता है? ...(व्यवधान)

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

*(Interruptions) ...**

श्री निशिकान्त दुबे : मेरा सीधा सवाल यह है। ...(व्यवधान)

माननीय अध्यक्ष : आप सभी लोग अपने स्थान पर बैठ जाइए।

...(व्यवधान)

माननीय अध्यक्ष : कृपया आप लोग आपस में बात नहीं करें।

...(व्यवधान)

HON. SPEAKER: Nothing will go on record.

* Not recorded.

*(Interruptions) ...**

SHRI KALYAN BANERJEE : Madam, they cannot communalise it. You cannot allow it. Please do not allow it. ... *(Interruptions)* Please do not encourage communalism. You are the Speaker. ... *(Interruptions)*

माननीय अध्यक्ष : आप सभी लोग समझिए कि प्रश्न पूछने वाले भी सक्षम हैं और उत्तर देने वाले भी सक्षम हैं। कृपया क्रॉस टाकिंग नहीं होनी चाहिए।

...(व्यवधान)

माननीय अध्यक्ष : निशिकांत जी, आप प्रश्न पूछिए।

हूँ(व्यवधान)

श्री निशिकान्त दुबे : मंत्री महोदय से मेरा प्रश्न यह है कि इंफिल्ट्रेशन की जो घटनाएं बढ़ती हैं, उनका कारण यह है कि कहीं आर्मी है, कहीं नेवी है, कहीं मिनिस्ट्री ऑफ होम इसको देख रही है, कहीं एक्सटरनल अफेयर मिनिस्ट्री इसको देख रही है। ... (व्यवधान) हम पोटा जैसा कानून इस इंफिल्ट्रेशन को कम करने के लिए लाये थे, इस टेरेरिज्म को कम करने के लिए लाये थे। ... (व्यवधान)

माननीय अध्यक्ष : कृपया आप अपना प्रश्न जल्दी पूछिए। क्या आप के पास प्रश्न नहीं है?

...(व्यवधान)

श्री निशिकान्त दुबे : क्या भारत सरकार इस इंफिल्ट्रेशन को कम करने के लिए पोटा जैसा कानून लाने के लिए दोबारा सोच रही है? .. (व्यवधान)

श्री राजनाथ सिंह : अध्यक्ष महोदय, ... (व्यवधान)

माननीय अध्यक्ष : मंत्री जी का उत्तर सुन लीजिए।

...(व्यवधान)

माननीय अध्यक्ष : प्लीज़ बैठिए।

...(व्यवधान)

SHRI KALYAN BANERJEE : You are the Speaker... ... *(Interruptions)*

HON. SPEAKER: I know I am the Speaker.

... *(Interruptions)*

HON. SPEAKER: I know I am the Speaker.

* Not recorded.

... (Interruptions)

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): Hon. Speaker, before the hon. Minister replies, I have a small request to make. The hon. Members should not gesticulate towards the Speaker. They should show respect. Whatever they want to say, they can say. ... (Interruptions)

HON. SPEAKER: Nothing is going on record. Only the Minister's reply should go on record.

(Interruptions) ...*

माननीय अध्यक्ष : यह पद्धति नहीं है। बैठिए।

...(व्यवधान)

माननीय अध्यक्ष : ऐसी कोई बात नहीं है, मैं देखूंगी।

...(व्यवधान)

माननीय अध्यक्ष : आप बैठिए।

...(व्यवधान)

श्री राजनाथ सिंह : अध्यक्ष महोदया, माननीय सदस्य ने जो प्रश्न किया है, वह देश की इंटरनल सिक्युरिटी से जुड़ा हुआ एक बहुत ही महत्वपूर्ण प्रश्न है।...(व्यवधान) दुनिया के दूसरे देशों से भारत में जो इनफिल्ट्रेशन हो रहा है, उसके प्रति सरकार पूरी तरह सजग है।...(व्यवधान) साथ ही दूसरे देश और भारत, जिनके बार्डर हैं, उनकी प्रॉपर फैंसिंग की व्यवस्था कुछ पहले की गई थी। लेकिन मैं सदन को यह जानकारी भी देना चाहता हूँ कि बंगलादेश, पाकिस्तान, चाइना के साथ भारत का जो बार्डर है, उसकी लैन्थ कितनी है और कितनी फैंसिंग हो चुकी है। इंडो-बंगलादेश बार्डर जिससे रिलेटेड प्रश्न माननीय सदस्य ने पूछा है, मैं उन्हें इसकी जानकारी देना चाहूंगा कि इंडो-बंगलादेश बार्डर की लैन्थ एप्रॉक्सीमेटली 4,096.7 किलोमीटर है। लेकिन कैबिनेट कमेटी ऑन सिक््युरिटी द्वारा फैंसिंग के लिए जो स्वीकृत है, वह एप्रॉक्सीमेटली 3,326.14 किलोमीटर है जिसमें से 2,823 किलोमीटर बार्डर की फैंसिंग हो चुकी है और केवल 501 किलोमीटर अभी तक सेफ बचा हुआ है जिसमें से 130 किलोमीटर पर प्रॉपर बार्डर फैंसिंग का काम चल रहा है। उसके साथ ही मेघालय से जुड़ा हुआ जो भाग है, उसमें मेघालय सरकार के साथ बातचीत करने के बाद उस पर भी

* Not recorded.

जल्दी से जल्दी काम प्रारंभ कर दिया जाएगा। जो सेफ बचा हुआ बार्डर है, वहां प्रॉपर फैंसिंग करने में कठिनाई आ रही है। वह कठिनाई इसलिए आ रही है कि कहीं रेगिस्तान पड़ता है, कहीं कुछ बर्फीले पहाड़ हैं और कहीं पर रिवराइन, नदियां हैं, बड़े-बड़े नाले हैं, बड़े-बड़े तालाब हैं। इस कारण वहां फैंसिंग करने में कठिनाई हो रही है। लेकिन कौन इनफिल्ट्रेटर है, कौन भारत का नागरिक नहीं है, इसे भी आइडेंटिफाई करने के लिए हम लोगों ने एक मुकम्मल व्यवस्था की है।... (व्यवधान) स्वयं इसकी चिन्ता करते हुए हमारे प्रधान मंत्री जी ने एक बैठक बुलाई थी जिसमें नेशनल पापुलेशन रजिस्टर तैयार करने वाली अथॉरिटी जिसे हम नेशनल रजिस्ट्रेशन अथॉरिटी कहते हैं, वह ऑलरेडी इस्टैबलिश की जा चुकी है। इसकी और साथ ही यूआईडी दोनों की बैठक बुलाई गई और कहा कि दोनों संस्थाएं म्युचुअल कोआर्डिनेशन के आधार पर यह इश्योर करें कि यहां टोटल पापुलेशन कितनी है और इस पापुलेशन में भारत के सिटिजन कितने हैं। प्रधान मंत्री जी ने इस बात पर भी बल दिया है कि इसमें बहुत लम्बा समय नहीं लिया जाना चाहिए बल्कि दोनों डिपार्टमेंट बैठकर यह तय करें कि टाइम बाउंड, कितने वर्षों के अंदर इस काम को पूरा किया जा सकेगा। हम इसके माध्यम से जो भी नेशनल पापुलेशन रजिस्टर तैयार करेंगे, उस माध्यम से इश्योर कर सकेंगे कि कौन भारत का सिटिजन है, कौन भारत का सिटिजन नहीं है।... (व्यवधान) जो भारत के सिटिजन हैं, हम उन्हें एक नेशनल आइडेंटिटी कार्ड भी जारी करेंगे।

12.00hrs

PAPERS LAID ON THE TABLE

HON. SPEAKER: Now, papers to the laid on the Table; Shri Ananthkumar.

... (*Interruptions*)

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI ANANTHKUMAR): I beg to lay on the Table a copy each of the following papers (Hindi and English versions): --

- (1) Memorandum of Understanding between the Rajasthan Drugs and Pharmaceuticals Limited and the Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers, for the year 2014-2015.

[Placed in Library. See No. LT 19/16/14]

- (2) Memorandum of Understanding between the Indian Drugs and Pharmaceuticals Limited and the Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers, for the year 2014-2015.

[Placed in Library. See No. LT 20/16/14]

(*Interruptions*)

श्रीमती रंजीत रंजन (सुपौल): अध्यक्ष महोदया, बिहार की महिलाओं के बारे में बहुत गलत शब्द बोले गये हैं। ... (व्यवधान)

गृह मंत्री (श्री राजनाथ सिंह) : अध्यक्ष महोदया, मैं श्री किरन रिजीजू की ओर से, निम्नलिखित पत्र सभा पटल पर रखता हूँ :-

- (1) हिन्दी के प्रसार और विकास तथा संघ के विभिन्न सरकारी प्रयोजनों के लिए इसके उत्तरोत्तर प्रयोग में तेजी लाने और वर्ष 2011-2012 के लिए इसके कार्यान्वयन के लिए कार्यक्रम के बारे में 43वें वार्षिक मूल्यांकन प्रतिवेदन की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library. See No. LT 21/16/14]

- (2) विधिविरुद्ध क्रियाकलाप (निवारण) अधिनियम, 1967 की धारा 35 की उपधारा (5) के अंतर्गत अधिसूचना संख्या सा.का.नि. 231 (अ) जो 29 मार्च, 2014 के भारत के राजपत्र में प्रकाशित हुई थी तथा जिसके द्वारा विधिविरुद्ध क्रियाकलाप (निवारण) अधिनियम, 1967 की तीसरी अनुसूची में कतिपय संशोधन किए गए हैं, की एक प्रति (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library. See No. LT 22/16/14]

- (3) मानव अधिकार संरक्षण अधिनियम, 1993 की धारा 20 की उपधारा (2) के अंतर्गत निम्नलिखित पत्रों की एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण): --

(एक) राष्ट्रीय मानव अधिकार आयोग, भारत, नई दिल्ली का वर्ष 2010-2011 का वार्षिक प्रतिवेदन।

(दो) राष्ट्रीय मानव अधिकार आयोग, भारत, नई दिल्ली के वर्ष 2010-2011 के वार्षिक प्रतिवेदन में अंतर्विष्ट सिफारिशों पर की-गई-कार्यवाही ज्ञापन।

- (4) उपर्युक्त (3) में उल्लिखित पत्रों को सभा पटल पर रखने में हुए विलम्ब के कारणों को दर्शाने वाला विवरण (हिन्दी तथा अंग्रेजी संस्करण)।

[Placed in Library. See No. LT 23/16/14]

12.01hrs

At this stage, Shrimati Ranjeet Ranjan came and stood on the floor near the Table

कृषि मंत्रालय में राज्य मंत्री तथा खाद्य प्रसंस्करण उद्योग मंत्रालय में राज्य मंत्री (डॉ. संजीव बालियान) :
अध्यक्ष महोदया, मैं आवश्यक वस्तु अधिनियम, 1955 की धारा 3 के अंतर्गत निम्नलिखित अधिसूचनाओं की
एक-एक प्रति (हिन्दी तथा अंग्रेजी संस्करण) सभा पटल पर रखता हूँ --

(एक) का.आ. 968(अ) जो 29 मार्च, 2014 के भारत के राजपत्र में प्रकाशित हुआ था तथा
जिसके द्वारा उर्वरक (नियंत्रण) आदेश, 1985 को अधिसूचित किया गया है।

[Placed in Library. See No. LT 24/16/14]

(दो) का.आ.1180(अ) जो 30 अप्रैल, 2014 के भारत के राजपत्र में प्रकाशित हुआ था
तथा जिसके द्वारा 15 फरवरी, 2013 की अधिसूचना सं.का.आ. 382(अ) में कतिपय
संशोधन किए गए हैं।

[Placed in Library. See No. LT 25/16/14]

(तीन) उर्वरक (नियंत्रण) संशोधन आदेश, 2014 जो 30 अप्रैल, 2014 के भारत के राजपत्र
में अधिसूचना संख्या का.आ.1181(अ) में प्रकाशित हुए थे।

[Placed in Library. See No. LT 26/16/14]

(चार) का.आ.1182(अ) जो 30 अप्रैल, 2014 के भारत के राजपत्र में प्रकाशित हुआ था
तथा जिसके द्वारा उसमें उल्लिखित कस्टमाइज्ड उर्वरक के विनिर्देशनों को इस
अधिसूचना के प्रकाशित होने की तारीख से तीन वर्ष की अवधि के लिए अधिसूचित
किया गया है।

[Placed in Library. See No. LT 27/16/14]

12.01 ½ hrs**MESSAGE FROM RAJYA SABHA**

SECRETARY-GENERAL: Madam Speaker, I have to report following message received from the Secretary-General of Rajya Sabha:

“In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the National Institute of Design Bill, 2014 which has been passed by the Rajya Sabha at its sitting held on the 7th July, 2014. ”

2. Madam Speaker, I lay on the Table the National Institute of Design Bill, 2014 as passed by Rajya Sabha on the 7th July, 2014.”

HON. SPEAKER: Nothing will go on record.

*(Interruptions) ...**

माननीय अध्यक्ष : अभी पेपर्स लेड हो रहे हैं, इसलिए इस बीच कुछ नहीं होगा। ऐसा नहीं होता है।

... (व्यवधान)

माननीय अध्यक्ष : मैं देखूंगी। अभी नहीं होगा।

... (व्यवधान)

माननीय अध्यक्ष : मुझे मालूम है। अभी काम तो होने दीजिए।

... (व्यवधान)

* Not recorded.

12.02 hrs**ELECTIONS TO COMMITTEES****(i) Committee on Estimates**

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): I beg to move the following: --

“That the members of this House do proceed to elect, in the manner required by sub-rule (1) of the Rule 311 of the Rules of Procedure and Conduct of Business in Lok Sabha, thirty members from amongst themselves to serve as members of the Committee on Estimates for the term ending on the 30th April, 2015. ”

HON. SPEAKER: The question is:

“That the members of this House do proceed to elect, in the manner required by sub-rule (1) of the Rule 311 of the Rules of Procedure and Conduct of Business in Lok Sabha, thirty members from amongst themselves to serve as members of the Committee on Estimates for the term ending on the 30th April, 2015. ”

The motion was adopted.

... (Interruptions)

माननीय अध्यक्ष : मुझे मालूम है। कृपया आप अपनी सीट पर जाइये।

12.03hrs

At this stage, Shrimati Ranjeet Ranjan went back to her seat.

(ii) Committee on Public Accounts

SHRI M. VENKAIAH NAIDU: I beg to move the following: --

“That the members of this House do proceed to elect, in the manner required by sub-rule (1) of the Rule 309 of the Rules of Procedure and Conduct of Business in Lok Sabha, fifteen members from amongst themselves to serve as members of the Committee on Public Accounts for the term ending on the 30th April, 2015.”

HON. SPEAKER: The question is:

“That the members of this House do proceed to elect, in the manner required by sub-rule (1) of the Rule 309 of the Rules of Procedure and Conduct of Business in Lok Sabha, fifteen members from amongst themselves to serve as members of the Committee on Public Accounts for the term ending on the 30th April, 2015.”

The motion was adopted.

SHRI M. VENKAIAH NAIDU: I beg to move the following: --

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven members from Rajya Sabha for being associated with the Committee on Public Accounts of the House for the term ending on the 30th April, 2015 and do communicate to this House the names of the members so nominated by Rajya Sabha.”

HON. SPEAKER: The question is:

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven members from Rajya Sabha for being associated with the Committee on Public Accounts of the House for the term ending on the 30th April, 2015 and do communicate to this House the names of the members so nominated by Rajya Sabha.”

The motion was adopted.

(iii) Committee on Public Undertakings

SHRI M. VENKAIAH NAIDU: I beg to move the following: --

“That the members of this House do proceed to elect, in the manner required by sub-rule (1) of the Rule 312B of the Rules of Procedure and Conduct of Business in Lok Sabha, fifteen members from amongst themselves to serve as members of the Committee on Public Undertakings for the term ending on the 30th April, 2015.”

HON. SPEAKER: The question is:

“That the members of this House do proceed to elect, in the manner required by sub-rule (1) of the Rule 312B of the Rules of Procedure and Conduct of Business in Lok Sabha, fifteen members from amongst themselves to serve as members of the Committee on Public Undertakings for the term ending on the 30th April, 2015.”

The motion was adopted.

SHRI M. VENKAIAH NAIDU: I beg to move the following: --

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven members from Rajya Sabha for being associated with the Committee on Public Undertakings of the House for the term ending on the 30th April, 2015 and do communicate to this House the names of the members so nominated by Rajya Sabha.”

HON. SPEAKER: The question is:

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven members from Rajya Sabha for being associated with the Committee on Public Undertakings of the House for the term ending on the 30th April, 2015 and do communicate to this House the names of the members so nominated by Rajya Sabha.”

The motion was adopted.

**(iv) Committee on the Welfare of
Scheduled Castes and Scheduled Tribes**

SHRI M. VENKAIAH NAIDU: I beg to move the following:-

“That the members of this House do proceed to elect, in the manner required by sub-rule (1) of Rule 331B of the Rules of Procedure and Conduct of Business in Lok Sabha, twenty members from amongst themselves to serve as members of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes for the term ending on the 30th April, 2015.”

HON. SPEAKER: The question is:

“That the members of this House do proceed to elect, in the manner required by sub-rule (1) of Rule 331B of the Rules of Procedure and Conduct of Business in Lok Sabha, twenty members from amongst themselves to serve as members of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes for the term ending on the 30th April, 2015.”

The motion was adopted.

SHRI M. VENKAIAH NAIDU: I beg to move the following:-

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate ten members from Rajya Sabha for being associated with the Committee on the Welfare of Scheduled Castes and Scheduled Tribes of the House for the term ending on the 30th April, 2015 and do communicate to this House the names of the members so nominated by Rajya Sabha.”

HON. SPEAKER: The question is:

“That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate ten members from Rajya Sabha for being associated with the Committee on the Welfare of Scheduled Castes and Scheduled Tribes of the House for the term ending on the 30th April, 2015 and do communicate to this House the names of the members so nominated by Rajya Sabha.”

The motion was adopted.

माननीय अध्यक्ष : कृपया मेरी बात सुनें!

... (व्यवधान)

12.06 hrs**OBSERVATION BY THE SPEAKER**

माननीय अध्यक्ष : मैंने उनका नोटिस भी देखा है। इस विषय पर मैं इतना ही कहूँगी कि महिलाओं के बारे में, सदन में तो नहीं, पर सदन के बाहर जो टिप्पणियाँ होती हैं, वे वास्तव में अशोभनीय हैं। मैं भी उनसे चिन्तित हूँ। मैं इतना ही कहूँगी कि महत्त्वपूर्ण पदों पर बैठे हुए व्यक्तियों द्वारा इस तरीके से टिप्पणी नहीं होनी चाहिए। हम सभी की दृष्टि से वह ठीक होगा। इससे हमारे देश के भीतर और बाहर भी सांस्कृतिक मूल्यों और लोकतांत्रिक व्यवस्था पर इस प्रकार आघात होता है। यह स्थिति चिन्ताजनक होती जा रही है। मैं चाहूँगी इस प्रवृत्ति को रोकने के लिए हम सभी प्रयास करें। बार-बार ऐसी टिप्पणियाँ न हों, इसके लिए हम सब सावधानी बरतें। इतना ही मैं कहना चाहूँगी।

... (व्यवधान)

माननीय अध्यक्ष : रेल बजट प्लीज।

12.07 hrs

RAILWAY BUDGET (2014-15)

THE MINISTER OF RAILWAYS (SHRI D.V. SADANANDA GOWDA):
Madam Speaker,

I rise to present before this august House the Statement of Estimated Receipts and Expenditure for the year 2014-15 for Railways. As I stand in this Temple of Democracy, I owe this opportunity to the people of this country who have elected us to represent them and to shape their destiny.

I am grateful to the Hon'ble Prime Minister Shri Narendra Modi ji for having reposed his faith in me and entrusting this huge responsibility of leading Indian Railways. I promise to fulfill this responsibility and make every endeavour not only to lead Indian Railways, but also aid in building a vibrant India under the dynamic leadership of Shri Narendra Modi ji. I believe in the saying, 'honesty is the first chapter in the book of wisdom.' I do follow this.

It gives me immense pleasure to present my maiden Railway Budget. Indian Railways, being the nation's prime mover, is the structure and soul of Indian economy. It echoes rhyme and rhythm in the hearts of every citizen of this country – from Baramulla in the North to Kanyakumari in the South and from Okha in the West to Lekhapani in the East. Madam Speaker, we all know that Indian Railways cut across all barriers of regions, classes and creed and is a microcosm of India on the move.

From a man on the streets of Bengaluru to fish vendors in Kolkata to the hustle bustle at Nizamuddin Station, everywhere you find a citizen of this country rushing to connect with Indian Railways.

Madam Speaker, though I am hardly a month old in the office, I am flooded with requests and suggestions for new trains, new railway lines and better services from the Hon'ble Members of the Parliament, from my colleagues in the Government, from States, from stake holders, from organizations and from

people of all walks of life. I know that everybody feels that there is a solution for the challenges which Indian Railways face.

I too thought so when I was an outsider to this system before I was exposed to the intricacies and complexities of this vast organization. Now, I am overwhelmed with the enormity of my responsibility in fulfilling these expectations as Minister of Railways.

Madam Speaker, it reminds me of Kautilya's words:

□प्रजासुखे सुखं राज्ञः प्रजानां च हिते हितम्। नात्मप्रियं हितं राज्ञः प्रजानां तु प्रियं हितम्॥

This translates as:

'In the happiness of the people lies the Ruler's happiness

Their welfare is his welfare

What pleases him, the Ruler shall not consider good

but whatever pleases his people

the Ruler shall consider good.'

Indian Railways run 12500 trains to carry over 23 million passengers per day connecting more than 7000 stations spread across the subcontinent. It is equivalent to moving the entire population of the Australia. We run more than 7400 freight trains carrying about three Million Tonnes of freight every day.

Madam Speaker, having achieved the distinction of entering the select club of railways of China, Russia and USA in carrying more than one billion tons of freight, I now target to become the largest freight carrier in the world.

Madam Speaker, as you know, apart from serving the passengers, the Indian Railways carries coal

It carries steel.

It carries cement.

It carries salt.

It carries food grains and fodder and it also carries milk.

Thus, the Indian Railways practically carries anything and everything and it never says no to 'a thing' if it fits in the wagons. Most importantly, we are

the backbone of supply chain of the defence establishment and play a very crucial role in security of the nation.

Madam Speaker, while we carry 23 million passengers a day, there are still a large number of people who have not set a foot on a train yet. We carry over one billion tonnes of freight a year, connecting ports and mines to industrial clusters, but still there are vast tracts of hinterland waiting for rail connectivity. Though freight business has grown steadily over the years, the Indian Railways carries only 31 per cent of the total freight carried in the country by all modes. These are the challenges we have to face.

Madam Speaker, an organization of this magnitude vested with varied responsibilities, is expected to earn like a commercial enterprise but serve like a welfare organization. These two objectives are like two rails of the railway track, which though travel together but never meet. So far, the Indian Railways have managed to do a tight-rope walking by balancing these twin conflicting objectives.

Social service obligation rose from 9.4 per cent of Gross Traffic Receipts in 2000-01 to 16.6 per cent in 2010-11. In 2012-13, such obligations stood over Rs. 20,000 crore. The total investment, which is the Plan Outlay under budgetary resources, in the same year, was Rs. 35,241 crore.

Madam Speaker, the Indian Railways would continue to fulfil its social obligations, but sustaining these objectives beyond a point is not possible without compromising on efficiency and safety of train operations.

We have a total track length of 1.16 lakh kilometres; around 63,000 coaches; more than 2.4 lakh wagons and 13 lakh employees. This calls for an expenditure on fuel, salary and pension, track and coach maintenance and more importantly on safety works. This takes up most of our earning from the Gross Traffic Receipts. In the year 2013-14, Gross Traffic Receipts were Rs. 1,39,558 crore and total Working Expenses were Rs. 1,30,321 crore, which works out to an Operating Ratio of almost 94 per cent.

This, Madam Speaker, implies that we spend 94 paisa out of every rupee earned, leaving six paisa only as surplus. This surplus, apart from being meagre, is continuously on decline due to non-revision of fare. The surplus, after paying obligatory dividend and lease charges, was Rs. 11,754 crore in 2007-08 and is estimated to be Rs. 602 crore in the current financial year.

Madam Speaker, this meagre surplus so generated is required to finance the Plan Outlay for safety, capacity expansion, infrastructure, improving passenger services and amenities.

Funds to the tune of about Rs. 5 lakh crore i.e. around Rs. 50,000 crore per year for next 10 years, are required for ongoing projects alone. This leaves a huge gap between what is available as surplus and what is needed.

While prudent efforts should have been made to address this gap, the tariff policy adopted lacked rational approach. Passenger fares were kept lower than costs, thus causing loss in the passenger train operations. This loss kept on increasing from 10 paisa per passenger kilometre in 2000-01 to 23 paisa in 2012-13.

On the other hand, freight rates were revised periodically and kept high in order to compensate the losses sustained in passenger sector resulting in freight traffic getting diverted consistently. Also, the share of Railways in freight traffic came down consistently in the last 30 years. Madam Speaker, it is important to note that decline in the share of total freight traffic is revenue foregone.

Madam Speaker, having spoken about how revenue was frittered away, now, let me touch upon how the investments were misdirected.

There has been focus on sanctioning projects rather than completing them. In the last 30 years, as many as 676 projects were sanctioned worth Rs.1,57,883 crore. Of these, only 317 projects could be completed and 359 projects remain to be completed which will now require as much as Rs. 1,82,000 crore.

In the last 10 years, 99 New Line projects worth Rs. 60,000 crore were sanctioned out of which only one project is complete till date. In fact, there are

four projects that are as old as 30 years, but are still not complete for one reason or another. The more projects we add, the thinner we spread our resources and longer it takes to complete them.

I am sure, if this trend is allowed to continue, many more thousands of crore will get spent yielding hardly any returns.

Madam Speaker, having spoken about never-ending projects of the Indian Railways, let me throw some light on the kind of priority accorded in choosing projects. It is investment in doubling and tripling to decongest the over-utilized network, which brings money to Railways. On the other hand, construction of new lines, most of the times do not even meet the operational cost.

In the last 10 years, the Indian Railways made an investment of over Rs. 41,000 crore in laying 3,738 kilometers of New lines. On the other hand, it spent only about Rs. 18,400 crore for doubling of 5,050 kilometers though it was a priority over the new lines.

I would like to read a comment on the Indian Railways by someone, which I chanced upon. I did not understand it till I learnt about the facts I talked about so far:

“It is unheard of a business that has a monopoly, that has nearly 100 crore customer base, that has 100 per cent sale on advance payment; but still starved of funds.”

This, Madam Speaker, is the story of the Indian Railways so far.

Railways serving the social obligation would not have been an issue. However in the name of social viability, the chosen projects were populist in nature, bringing hardly any revenue to the Railways. On the whole, neither the projects brought returns to Railways nor the social responsibility was met in full for many years.

This mismanagement and apathy brought Railways into the situation of severe funds crunch for many years, which is a result of the ‘decade of golden

dilemma’ – the dilemma of choosing between commercial viability and social viability.

Madam Speaker, I am sure, my esteemed predecessors were aware of this precarious situation, but they, however, fell prey to the ‘nasha’ of claps in the House when they announced these projects.

Madam Speaker, I also can get claps from this august House by announcing many new projects, but that would be rendering injustice to the struggling organization. I would like to take steps throughout the year by setting the things in order.

This state of affairs of Indian Railways needs immediate course correction. Among the many corrective steps that I have planned out, fare revision was one, which was a tough but a necessary decision. Madam Speaker, as they say:

यत्तदग्रे विषमिव परिणामे अमृतोपमम्।

“The medicine appears as bitter in the beginning, but is like nectar in the end.”

This fare revision will bring the Indian Railways an additional revenue of about Rs. 8,000 crore. However, we need more than Rs. 9 Lakh crore to complete the Golden Quadrilateral Network and about Rs. 60,000 crore for introducing one bullet train alone.

But Madam Speaker, can I depend only on hiking fare and burden the public to mobilise these funds?... (*Interruptions*)

I want to read it again. Please hear me for a while. If you do not have a patience to hear my Budget, what can we do? ... (*Interruptions*)

Madam, Speaker, can I depend only on hiking fare and burden the public to mobilise these funds? This is unrealistic. Thus, I need to explore the alternative sources of resource mobilisation.

I. RESOURCE MOBILISATION:

The first source is Leveraging Railway PSU Resources

Madam Speaker, Railway PSUs have done very well and are financially sound. I propose to bring investible surplus funds of Railway PSUs in the infrastructure projects of Railways, which can generate attractive returns for PSUs.

The second source is Private investment in Rail Infrastructure through Domestic and Foreign Direct Investment (FDI);

The growth of Railway Sector depends heavily on availability of funds for investment in rail infrastructure. Internal revenue resources and Government funding are insufficient to meet the requirement. Hence, the Ministry of Railways is seeking Cabinet approval to allow FDI in Rail Sector except railway operations.... (*Interruptions*)

The third source is Public Private Partnership:

There has been a lot of talk about public private partnership for raising resources. Railways being a capital intensive sector have not been successful so far in raising substantial resource through PPP route. Madam Speaker, it is my endeavour to pursue this in right earnestness. It is our target that bulk of our future projects will be financed through PPP mode, including the high-speed rail which requires huge investments.

Madam Speaker, apart from mobilizing resources, I also need to strategically manage other aspects of railway planning and administration.

To meet this end, I propose the following initiatives:

- a) Near Plan Holiday approach;
- b) Prioritizing and setting timelines for completion of the ongoing projects;
- c) Devising a mechanism for raising funds for Rail infrastructure;
- d) Decision Support System for project implementation;
- e) Strategic partnerships and transparency in procurements;
- f) Aggressive indigenization of imported products;

- g) Adopting safety standards matching international practices and setting up of Simulation Centre to study causes of accidents.
- h) Encouraging development of Wagon Leasing Market.

Now, Madam Speaker, let me place before this august House the Financial Performance of 2013-14:

II. FINANCIAL PERFORMANCE 2013-14:

Now, Madam Speaker, let me place before this House, the financial performance of 2013-14.

Since presentation of Interim Budget and passing of the 'Vote on Account' in February last, the financial position has undergone a change.

Madam Speaker, Railways carried 1050.18 million tonnes of freights. Goods Earnings were short only by Rs. 94 crore. Originating passengers also were less by 46 million over Revised target and Passenger earnings were short by Rs. 968 crore over Revised target.

Over all, though the Gross Traffic Receipts grew by 12.8% to reach Rs. 1,39,558 crore, it was short of Revised target by Rs. 942 crore. On the other hand, Ordinary Working Expenses stood at Rs. 97,571 crore, which was in excess by Rs. 511 crore.

Appropriation to Pension Fund had to be stepped up to match the actual outgo.

As a result, instead of ending the year with a surplus of Rs.7,493 crore, the surplus was actually Rs. 3,783 crore, that is, a shortfall of Rs. 4,160 crore. This is after fulfilling the dividend commitment of Rs. 8,010 crore.

The internal resource generation for Plan, in 2013-14, was Rs.11,710 crore, as against Revised target of Rs. 14,496 crore. This is short by Rs. 2,786 crore.

In 2013-14, there was a decline in traffic growth as compared to Revised projections. Expenditure however, shot up and was more than what was

estimated. The Operating Ratio deteriorated by 2.7% over the Revised target to touch 93.5% by the end of 2013-14 fiscal.

So far as our Plan Expenditure for 2013-14 is concerned, it fell short of Revised target of Rs. 59,359 crore mainly due to non-materialization of PPP targets. Madam Speaker, now I proceed to present before this House the Budget Estimates for the year 2014-15.

III. BUDGET ESTIMATES FOR 2014-15:

Anticipating a healthier growth of economy, I hope to achieve total receipts of Rs. 1,64,374 crore and I would peg total expenditure at Rs.1,49,176 crore.

I anticipate freight traffic growth of 4.9% amounting to 1,101.25 million tonne, an increment of 51.07 million tonne over 2013-14, based on trends in the first two months. I also anticipate a small growth in Passenger Traffic over 2013-14. Earnings from Freight Traffic are estimated at Rs. 1,05,770 crore and from Passenger Traffic Rs. 44,645 crore.

The fare revision which came into effect from 25.06.2014 has provided Railways a much needed respite however little it may be. As I have considered the requests of the suburban passengers for revision in monthly season ticket fares, the Revenue foregone on this account would be around Rs.610 crore.

Here I may point out that periodic revision in passenger fare and freight rates, as approved by this august House, will be linked to revisions in fuel prices in order to insulate the Railway revenues from fuel cost escalation.

Madam Speaker, out of total expenditure, the ordinary working expenses have been proposed at Rs. 1,12,649 crore, which is Rs.15,078 crore higher than 2013-14. This has been necessitated by fuel price hike and increase in

staff costs. Pension outgo in 2013-14 had grown by about 16%. Keeping the same trend, provision for pension is kept at Rs. 28,850 crore.

IV. ANNUAL PLAN 2014-15:

Madam Speaker, I thank the Finance Minister for extending Additional Budgetary Support of Rs.1,100 crore as Capital and Rs.273 crore as Railway share from diesel cess for important Road Safety works. Largely owing to this measure and to the additional resource mobilization efforts, I propose to increase the plan outlay under budgetary sources to Rs. 47,650 crore which is higher by Rs.9,383 crore over 2013-14. A large part of this higher plan outlay goes to safety related works which is also a high priority of our Government.

As I have increased internal resource component of Plan, I propose to scale down market borrowings through Indian Railway Finance Corporation to Rs. 11,790 crore.

Madam Speaker, time overruns and consequential cost escalations in completion of most of the railway projects have been a chronic worry of Railways for years. I propose to provide maximum financial outlays to projects targeted for completion in the current year itself, keeping in mind the priorities and safety. I have ensured adequate allocations for 30 priority works for their timely progress.

It is my concern to allocate the available resources to high priority areas like safety, cleanliness, passenger amenities and capacity augmentation.

Madam Speaker, let me now spell out details of the focus areas of this Budget:

V. PASSENGER AMENITIES & STATION MANAGEMENT

Amenities at Stations:

I will first touch upon steps proposed for improving passenger amenities.

In the passenger amenities, Indian Railways envisage to provide foot-over bridges, escalators and lifts at all major stations through PPP route.

Indian Railways would make earnest attempt this year to provide sufficient water supply, platform shelters and toilets at all the Railway Stations.

Passenger Amenities through private entity:

Indian Railways propose to extend service of Battery-operated Carts to facilitate differently-abled and senior citizens to reach any platform comfortably at all major stations.

We propose to involve individuals, NGOs, Trusts, Charitable Institutions, Corporates, etc. to provide passenger amenities.

Office on Wheels:

As Indian Railways serve lot of business travellers who spend substantial time on travel, in order to add best value to their time, I propose to provide workstations in select trains on payment basis. A pilot project will be launched by this year.

e-Booking of Railway Retiring Room:

Online booking facility of Railway Retiring Room will be extended to all the stations during the course of the year.

Madam Speaker, extending passenger friendly services is the motto of Indian Railways. In this direction, I am expanding the scope of online booking:

People can book a Train

People can book a Coach

People can book a Berth and

People can book a Seat in the Chair Car

VI. CATERING

Madam Speaker, catering on Railways has been a major issue of concern for long.

In order to improve the quality, hygiene of on-board catering services and to provide variety, I propose to introduce Pre-cooked (Ready-to-eat) Meals of reputed brands in a phased manner.

Further, I sincerely desire to bring perceptible improvement in the catering services by introducing Quality Assurance Mechanism through Third Party Audit by NABCB certified agencies.

In addition to the third party audit, a system of collecting feedback through IVRS mechanism, from the travelling passengers on the quality of food served, will be launched shortly.

If the service is not to the standards set, especially in hygiene and the taste, severe action would be initiated against the vendors including cancellation of the contract.

Food Courts at Stations and Regional Cuisine while onboard:-

Indian Railways also proposes to set up Food Courts at major stations to provide the option of ordering regional cuisine while onboard, through emails, SMS and Smart Phones, etc. A pilot project will be started shortly between New Delhi-Amritsar and New Delhi-Jammu Tawi sections.

VII. CLEANLINESS

Madam Speaker, 'Cleanliness is next to Godliness', said Mahatma Gandhi Ji, our beloved Father of the Nation.

Madam, I am aware of the sorry state of affairs of cleanliness in the trains and stations. Railways have been attaching high priority to cleanliness, but it has always been a challenge to maintain the acceptable level of cleanliness owing to the sheer number of passengers handled at the stations.

Madam Speaker, I have substantially increased budget allocation for cleanliness in the current year, which is a 40% increase over the previous year. I propose to outsource cleaning activities at 50 major stations to professional agencies and to set up a separate Housekeeping Wing to have

focused attention and exclusive responsibility of maintaining cleanliness and sanitation at stations.

Madam Speaker, a Corpus Fund for upkeep will be set up at Stations in order to provide enough financial resources to the officers who are entrusted with the responsibility.

CCTVs at Stations will be used to monitor cleanliness activities. All-India level helpline number will be printed on the back of the tickets. System of periodic third-party inspections will be introduced.

Further, Bio-toilets will be increased in sufficient numbers in trains in order to mitigate the problem of direct discharge of human waste on the tracks and platform aprons at stations.

Onboard Housekeeping Services, currently operational in 400 trains, has received good feedback from passengers. This will be extended to all the important trains. I also propose to increase Mechanized Laundries in order to improve quality of the bedrolls provided in AC Coaches.

Potable Water:

We will introduce on an experimental basis RO drinking water units at Stations and in trains.

Reputed and willing NGOs, charitable institutions and Corporate Houses will be encouraged to adopt and maintain stations for better cleanliness and upkeep.

VIII. SAFETY

Madam Speaker, safety of passengers is of paramount importance for Indian Railways. It is estimated that over Rs.40,000 crore would be needed to be invested in track renewals, elimination of unmanned level crossing and construction of Road-under-bridges and Road-over-bridges.

I have received a lot of requests from various States for construction of Road-over-bridges and Road-under-bridges. I am making a provision of Rs.

1,785 crore for Road-under-bridges and Road-over-bridges in this Budget. I would request the concerned State Governments to expedite their proposals and pass on their share of the cost. I have decided to introduce a system of speedy clearances based on first-come-first serve basis. We intend to standardize designs and make these available online. Delegation of powers shall be done so that power of sanctioning is decentralized.

Elimination of Unmanned Level Crossings

Indian Railways have 30348 Level Crossings, out of which 11563 are unmanned. Each unmanned level crossing is being examined in detail and depending on the site condition, action will be taken to eliminate it by suitable modality.

Indian Railways propose to use modern Vehicle Borne Ultrasonic Flaw Detection System to detect rail and weld fractures. In addition Ultrasonic Broken Rail Detection System (UBRD) will also be tried at two locations as a Pilot Project.

In order to improve the safety of travelling passengers, I propose to bring in technology for automatic closing of doors before start of train, both in main line and in sub-urban coaches. A pilot project for limited number of trains will be taken up.

IX. SECURITY

In order to strengthen security in trains and at Stations, 17000 RPF constables have been recruited and shall be shortly available for deployment. We also propose to recruit 4000 women RPF constables.

In order to ensure security of ladies travelling alone, special instructions are being issued for their safety in each class of travel. With the induction of women RPF constables, coaches meant for ladies will be escorted.

RPF escorting teams in trains will be provided mobile phones so that passengers can contact them when in distress. Security helpline will be augmented.

We will explore the possibility of building of boundary walls around the stations through PPP mode.

X. RAIL TOURISM

Madam Speaker, I foresee a huge untapped potential in the field of domestic tourism in our country. We plan to take up Eco-Tourism and Education Tourism in North Eastern States.

Special Pilgrim Circuits like Devi Circuit, Jyotirling Circuit, Jain Circuit, Christian Circuit, Sufi Circuit, Sikh Circuit, Buddhist Circuit and Famous Temple Circuit have been identified. I propose to introduce specially packaged trains for these circuits. Private participation in this area will also be encouraged.

One Tourist Train will run from Gadag to Pandarpur via Bagalkot, Bijapur and Solapur covering the pilgrim and tourist places of Karnataka and Maharashtra. Another such train will start from Rameshwaram covering pilgrim and tourist places like Bengaluru, Chennai, Ayodhya, Varanasi and Haridwar. I also plan to run a special train featuring life and work of Swami Vivekananda to inculcate good moral values and propagate the teachings of Swami Vivekananda.

XI. REVAMPING RAILWAY RESERVATION SYSTEM

Madam Speaker, Railway Reservation System will be revamped into Next Generation e-Ticketing System. Ticket booking through mobile phones and through Post Offices will be popularized.

We will improve the system capabilities in e-ticketing to support 7200 tickets per minute as against 2000 tickets per minute and allow 1,20,000 simultaneous users at any point in time.

Facility of Coin Operated Automatic Ticket Vending Machines will be experimented.

Efforts will also be made to provide facility of buying Platform Tickets and unreserved tickets over internet.

Parking-cum-Platform Combo Tickets will be launched to facilitate the passengers and to save their time.

XII. STRUCTURAL REFORMS

Hon. Speaker, at this moment, the Railway Board, due to overlapping roles of policy formulation and implementation, has become unwieldy. Therefore, I propose to separate these two functions by restructuring the Ministry.

XIII. STAFF WELFARE - CARE OF OUR RAILWAY FAMILY

Indian Railways has 13.1 lakh staff most of whom work on the cutting edge level of providing rail services. It is my duty that they are taken care by providing adequate facilities. In this direction, I am initiating the following:

- i) Presently an amount of ` 500 per capita is contributed towards Staff Benefit Fund. I propose to increase this amount to ` 800 per capita.
- ii) I propose to announce a special scheme for the meritorious wards of Railway persons for their outstanding performance in academics and sports.
- iii) The Hospital Management Information system will be used to integrate all health units, Divisional hospitals and Central Hospitals as also our empanelled hospitals.
- iv) Examine feasibility of providing air-conditioning in loco cabins and provide ACs in running rooms.

XIV. SKILL DEVELOPMENT OF STAFF

I am contemplating on setting up of a Railway University for both technical and non-technical subjects.

We will tie up with technical institutions for introducing railway oriented subject for graduation and skill development.

In the meantime, staff at the ground level will be sent for short duration courses of technical and non-technical nature, involving locally available technical institutions. The exposure for specialized areas like high-speed, heavy haul operations, etc. will be undertaken for all level of staff and officers at appropriate institutes in India and abroad.

XV. SPEED OF TRAINS

It is the wish and dream of every citizen that India runs a bullet train as early as possible. Hon. Speaker, Indian Railways is on its way to fulfil that long cherished dream. I propose bullet trains by starting off with an already identified Mumbai-Ahmedabad sector, where a number of studies have been done.

Hon. Speaker, it was the vision of our great leader, Shri Atal Behari Vajpayee ji, that gave India the Golden Quadrilateral Road Network. Today, under the leadership of Shri Narendra Modiji, hon. Prime Minister, we are embarking on an ambitious plan to have a Diamond Quadrilateral Network of High Speed Rail, connecting major Metros and growth centers of the country. A provision of ` 100 crore has been made in this Budget for high Speed project to RVNL / HSRC (High Speed Rail Corridor) for taking further steps.

Hon. Speaker, while bullet trains would require completely new infrastructure, higher speed for existing trains will be achieved by upgrading the present network. Hence, an effort will be made to increase the speed of trains to 160-200 kmph in select sectors so as to significantly reduce travel time between major cities.

The identified sectors are:

- i) Delhi-Agra
- ii) Delhi-Chandigarh
- iii) Delhi-Kanpur
- iv) Nagpur-Bilaspur
- v) Mysore-Bengaluru-Chennai

- vi) Goa- Mumbai
- vii) Mumbai-Ahmedabad
- viii) Chennai-Hyderabad and
- ix) Nagpur-Secunderabad.

XVI. I.T. INITIATIVES

Hon. Speaker, as you know, the I.T. revolution has permeated into all spheres of human life. It has not only made life comfortable, but also made the service delivery efficient and the onus now is on us to make governance transparent and accountable using I.T. solutions.

Though Indian Railways has taken up computerization in a large way, all the efforts have not been synergized. Hence, the desired results are not achieved. Need of the hour is to bring in a total change in the work culture and delivery of Railway Services by going in for large scale integrated computerization of major functions of Indian Railways.

Hon. Speaker, Indian Railways is also going for a computer assisted Enterprise Resource Planning Solution, so that synergy is brought in. To begin with, following initiatives will be taken up:

- i) Moving towards paperless offices in Indian Railways in 5 years;
- ii) Next Generation Ticket Reservation System;
- iii) Wi-fi Services in all A1 and A category stations and in select trains;
- iv) Real-time tracking of trains and rolling stock;
- v) Mobile based Wakeup Call System for passengers;
- vi) Mobile based Destination Arrival Alert;
- vii) Station Navigation Information System;
- viii) Extension of Dual Display Fare Repeaters at all the Ticket Counters through PPP;
- ix) Digital reservation charts at Stations (Bengaluru model);

- x) Extension of Computerized Parcel Management System;
- xi) Extension of logistics support to various e-commerce Companies by providing designated pick-up centres at identified Stations;
- xii) Providing education to children of Railway staff at remote locations through Railtel OFC (optical fibre cable) network.

Digitization of GIS mapping of land assets of Indian Railways:

Indian Railways hold vast land assets the records of which need to be digitized and GIS mapped for better management and usage. This would help Railways in protecting the lands as well as leveraging it for raising resources. The resource mobilization using land assets will be explored through private participation in setting up railway related business on railway lands as well as for commercial development

XVII. INNOVATIONS INCUBATION CENTER

Hon. Speaker, in an effort to keep pace with developments of the modern world, Railways have to adopt and reinvent itself constantly. Challenges of tomorrow cannot be met by the tools of yesterday. In this direction, I propose to set up an Innovations Incubation Center. This Center will harness the ideas generated from the staff of Indian Railways and convert them into practical solutions to increase efficiency of the system. Such innovations which result in cost saving as well as revenue generation will be suitably rewarded in the form of incentive.

As part of this exercise, I also propose to set up summer internships for undergraduates of engineering and management studies. The students can intern at any of the various units of Railways i.e. Divisions, PSUs and Production Units.

XVIII. GATHERING MORE RESOURCES

With a large backlog of sanctioned projects, funding continues to be the biggest challenge for the Railways. While private investment and customer funding for some port connectivity projects and few other Power Sector Projects

has started, much more needs to happen if infrastructure creation has to keep pace with the requirement. We will interact with Industry and take further steps to attract investment under PPP through BOT and Annuity route. About 8 to 10 capacity augmentation projects on congested routes will be identified for this purpose. Zonal Railways will be suitably empowered to finalize and execute such projects.

Hon. Speaker, Indian Railways has taken up port connectivity on a priority through PPP mode of funding in tandem with Sagar Mala Project of Port Development. Railways will facilitate connectivity to the new and upcoming ports through private participation. So far, in principle approval has been granted for building rail connectivity to the Ports of Jaigarh, Dighi, Rewas, Hazira, Tuna, Dholera and Astranga under Participative Model Policy of Indian Railways, amounting to a total of over ` 4,000 crore.

Coal Connectivity

Railways will speed up construction of critical coal connectivity lines in Tori-Shivpur-Kathautia Area, Jharsuguda-Barpalli-Sardega and Bhupdeopur – Raigarh- Mand Area. This will bring nearly.

100 Million Tonnes of incremental traffic to railways and will also facilitate faster transportation of coal to Power Houses.

Total Station Development

Hon. Speaker, we will take up development of identified stations to international standards with modern facilities and passenger amenities on the lines of newly developed airports through PPP mode. Initially, Indian Railways would develop at least 10 major stations of metro cities and important junctions with state-of-the-art facilities, leveraging land and air space in and around the stations.

Private Investment in Railway Logistics

Hon. Speaker, Indian Railways propose to modernize logistics operations by setting up Logistic Parks that provide for warehousing, packaging, labeling, distribution, door-to-door delivery and consignment tracking. In order to achieve better efficiency, mechanization of loading and unloading will be given top priority.

In the existing pattern of traffic movement of Indian Railways, more than 33% of freight trains over the system run empty since return traffic at existing freight rates is not forthcoming. In order to garner additional revenue, I propose to launch a pilot project whereby automatic rebate from the computerized FOIS system will be made available to customers offering returning traffic. This would help reduce the empty flows on the Indian Railway System apart from garnering additional revenue.

Parcel traffic:

While there has been an incremental growth in our parcel earning, I see a huge untapped potential in this segment which needs to be trapped by the Indian Railways. At present, the parcel business is hindering the movement of passengers on platforms. It is, therefore, necessary that parcel traffic is segregated to separate terminals where requisite facilities for storage and handling of parcels are made available to the customers and parcel consignments move in dedicated parcel trains running on fixed time table. Accordingly, a scheme of private participation in parcel movement will be launched shortly whereby procurement of parcel rakes by private parties will be facilitated.

A new design of parcel vans with better tare to pay load is being finalized. It is expected that by putting these measures in place, we would be able to substantially improve our earnings from the parcel segment.

Private Freight Terminals (PFT)

To develop network of freight terminals, policy of Private Freight Terminals on PPP model is being further refined.

Movement of Agri-Products

I propose to give a boost to rail movement of fruits and vegetables in partnership with the Central Railside Warehousing Corporation (CRWC) by providing requisite facilities of temperature controlled storages at 10 locations viz Vatva, Vishakhapatna, Badagara, Cheriyanad, Bhivandi Road, Azara, Navlur, Kalamboli and Sanand on Indian Railways in the first phase. The aggregation and distribution from Railway terminal points shall be organized by the CRWC. I hope, this would, apart from avoiding national wastage of these products, help producers of fruits and vegetable in different parts of the country in getting better prices for their produce.

Hon. Speaker, Indian Railways propose to facilitate transportation of milk through rail by providing special milk tanker trains in association with National Dairy Development Board and Amul.

XIX. ENERGY CONSERVATION

Hon. Speaker, it is proposed to harness solar energy by utilizing roof top spaces of Railway Stations, other Railway buildings and land, including through the PPP mode apart from our own resources.

Indian Railways will start using Bio-Diesel up to 5% of the total fuel consumption in diesel locomotives. This will save precious foreign exchange substantially.

XX. PROJECT COORDINATION & MANAGEMENT GROUP

Railways have been suffering heavily because of time overrun and cost overrun due to poor project management. In order to overcome delays in the project execution, I propose to set up Project Formulation and Management Group at the level of Railway Board consisting of professionals. Similarly, to expedite the projects at the ground level, a Project Monitoring & Coordination Group consisting of officials of State Government, Railways and professionals will be set up.

XXI. TRANSPARENCY IN RAILWAY FUNCTIONING

Simplification of procedures and easy access to information bring transparency and trust in public. Transparency in administration, execution of projects and procurement will be given top priority.

Strategic Procurement Policies will be adopted to make the procurement process transparent and most efficient. E-procurement will be made compulsory for procurements worth 25 lakhs and above.

For the convenience of the State Governments and other stakeholders, the status of ongoing projects will be made available online.

XXII. CONNECTIVITY TO REMOTE AREAS

Expansion of railways in Hilly States & Northeast regions:

Madam Speaker, I am happy to inform the House that there are 23 projects underway in the Northeast, of which 11 are National Projects. I propose to allocate substantially higher funds for these projects compared to previous years. In 2014-15, an outlay of Rs. 5,116 crore is earmarked for projects of North-East. This is 54% jump over allocations in the previous year. With higher allocations and by close monitoring of works in this region, I hope that Dudhnoi-Mendipathar New Line; Lumding-Badarpur-Silchar Gauge Conversion; Harmuti-Murkongselek and Balipara- Bhalukpong sections will soon get commissioned. These measures will also give a boost to the State capital connectivity projects in the region.

Madam Speaker, this august House is already aware that the Udampur-Katra Rail link has recently been dedicated to Nation by hon. Prime Minister, Shri Narendra Modi, fulfilling the long cherished dream of Shri Atal Bihari Vajpayee and millions of pilgrims across the country. ... (Interruptions)

... (Interruptions)

SHRI D.V. SADANANDA GOWDA: You hear the next sentence. ...

(Interruptions)

HON. SPEAKER: Yes, Mr. Minister.

... (Interruptions)

SHRI D.V. SADANANDA GOWDA: We have also tied up with Government of J&K for bridging Udhampur-Banihal portion by bus so that passengers can reach Srinagar with one single ticket from origin to destination.

Now, Railways will focus on the completion of missing link of Banihal to Katra.

XXIII. RAILWAY PROJECTS IN THE STATES OF ANDHRA PRADESH and TELANGANA

There are 29 projects running in Andhra Pradesh and Telangana at an estimated cost of Rs. 20,680 crore. I intend to hold coordination meetings with the officials of the newly created States and consider their requests so as to give necessary economic boost.

On the issues concerning Railways in the twin states of Andhra Pradesh and Telangana, a committee has already been set up of the Railways and State Government officials. Further action will be taken after receipt of the Report of the Committee.

XXIV. GIVING BOOST TO SUBURBAN TRAFFIC

Urban Transport

With the challenges posed by the steadily increasing urban population concentration in metros and in million plus cities, a holistic approach to urban transport is required. A smooth and seamless inter-modal access is essential to improve urban mobility and, therefore, a Passenger centric focus will be given to

urban transport infrastructure creation. We will coordinate with other transport Ministries and urban bodies to develop optimal systems of integration of Railways with other transport modes.

Mumbai city will get 864 additional state-of-the-art EMUs over a period of two years. With completion of the conversion of traction from 1500 Volts DC to 25 KV AC in Mumbai Suburban Railways, the efficiency of operations would improve besides reducing cost of operations.

Madam Speaker, as you are aware, Bengaluru with bustling business activity attracts large commuters from surrounding rural areas and towns necessitating better connectivity of Bengaluru City with its suburban areas and hinterland. A study to Explore Possibility of enhancing the existing IR network of Bengaluru for meeting the above need will be taken up immediately.

In addition, to cater to the demand of Passenger Traffic in Bengaluru area, Byyappanahalli will be developed as a coaching terminal.

13.00 hrs

XXV. FREIGHT BUSINESS

Online Wagon Demand registration:

Online registration of demand for wagons will be launched in the next two months. This will facilitate online payment of Wagon Registration fee as well as registering demand for wagons. Further a process for ERR (Electronic Railway Receipt) will also be initiated during the year.

Indian Railways propose to introduce corrosion-free wagons with low tare weight for movement of salt. ... (Interruptions)

PROF. SAUGATA ROY (DUM DUM): What about Kolkata Metro? ... (Interruptions)

SHRI KALYAN BANERJEE (SREERAMPUR): What about Kolkata Metro? ... (Interruptions) You are doing only for Bengaluru and Maharashtra. ... (Interruptions)

SHRI D.V. SADANANDA GOWDA: I am coming ... (Interruptions) I have not completed. ... (Interruptions) You hear me. I am reading. I have not yet completed. ... (Interruptions)

Dedicated Freight Corridor Project Implementation of Eastern and Western DFCs, a critical infrastructure project, will be closely monitored. The World Bank loan agreement for Kanpur-Mughalsarai section of Eastern corridor of Dedicated Freight Corridor will be signed in the current year. During 2014-15, award of nearly 1000 kms of civil construction contracts is targeted.

XXVI. TRAIN STOPPAGES

Ever since assuming office, I have received innumerable requests for continuance of experimental stoppages from Hon'ble Members of Parliament and various public representatives. I understand that large number of stoppages have been provided on experimental basis over a period of time. While I appreciate the wish of everyone wanting a stoppage close to their place of work or residence, there is a cost to the system for each stoppage. Also too many stoppages result in slowing down of trains and increase the travel time particularly for long distance passengers. If this

trend continues, most of our express trains will become passenger trains.

I would like to inform this House that I have allowed continuation of these experimental stoppages for a further period of 3 months, that is up to 30th of September 2014. Then, these stoppages will be reviewed solely on the basis of operational feasibility and commercial justification. Demand for new stoppages hereinafter will also be considered on the same criteria. We will try to provide alternate train connectivity to meet genuine demands of the public.

XXVII. SURVEYS

Besides expansion and capacity augmentation projects, assessment of future needs and requirements in the form of providing connectivity to hitherto unconnected regions, requirement of movement of goods from new production/consumption centre needs to be assessed on a continuous basis. I have also been receiving requests for projects from the Hon'ble Members, State governments and other public representatives. To honour their requests, I propose to undertake 18 Surveys for New Lines and 10 Surveys for Doubling, 3rd & 4th line and Gauge Conversion Projects in 2014-15. The following is the list of such surveys.

A) NEW LINES:

- i) Kanhangad-Panathur-Kaniyuru
- ii) Mughalsarai - Bhabua vai Naugar
- iii) Hoshiarpur – Amb - Andaura
- iv) Aurangabad - Chalisgaon
- v) Singrauli - Ghorawal Lusa

- vi) Gabbur – Bellary
 - vii) Shimoga – Sringeri - Mangalore
 - viii) Badovan – Jhargram via Chandil
 - ix) Talguppa-Siddapur
 - x) Bhabua-Mundeshwari
 - xi) Jind - Hissar
 - xii) Gadag- Harphanhalli (Updating)
 - xiii) Una-Hamirpur
 - xiv) Ujjain-Jhalawar-Agar-Susner-Soyath (Updating)
 - xv) Hissar-Narwana
 - xvi) Solapur-Tuljapur (Updating)
 - xvii) Rail connectivity to Char-Dham, Kedarnath, Badrinath, etc.
 - xviii) Rail connectivity to Iron ore mines between Nayagarh-Banspani
- ... (Interruptions)

B) DOUBLING, 3rd and 4th LINES and GAUGE CONVERSION:-

- i) Doubling of Jaipur - Kota
- ii) Doubling of Chandna-Fort – Nagbhir
- iii) Doubling of Mangalore-Ullal - Surathkal
- iv) Doubling of Rewari-Mahendergarh
- v) Bhusawal- Badnera- Wardha 3rd line
- vi) Kasara- Igatpuri 4th line
- vii) Karjat-Lonavala 4th line
- viii) Itarsi-Bhusawal 3rd line
- ix) Gauge Conversion of Meter Gauge line in Ahmedabad area upto Mahesana.
- x) Gauge Conversion of Pilibhit-Shahjahanpur (Updating)

Surveys for Sagar-Chatarpur-Khujraho-Bhopal and Jabalpur-Udaipura-Sagar New line have been completed. I will get them examined expeditiously. Survey for Indore-Jabalpur New line will be expedited.

I am happy to announce that the survey for Mysore-Kushalnagar portion of Mysore-Kushalnagar-Medekere New line has been completed and State Government has agreed to share cost of the project. This will provide Rail connectivity to important tourist destinations in Kodagu (Coorg) district. I propose to pursue this project for obtaining requisite approvals after completion of

remaining survey up to Madikere.

A survey for new line between Tarighat and Ghazipur has been completed. However, the same needs to be examined by extending survey up to Mau so as to connect the line to the rail network further. It will be undertaken expeditiously.

XXVIII. NEW TRAINS:

I would like to inform this august House that while I have received innumerable requests from various quarters for running new train services, resource constraints preclude me from meeting many of them. Nonetheless, to meet the critical demands of the un-reserved and reserved segments, I have decided to run Jansadharan group of trains and a Premium group of trains respectively, including those announced in the interim Railway Budget 2014-15. These services would be meeting the demand surges which manifest themselves on special occasions. Special trains would continue to run to meet the holiday and festival rush including services for Melmaruvathur, Velankanni, Jhalawar etc. for which I have received special requests from the public representatives.

I also propose to introduce 5 Jansadharan Trains, 5 Premium Trains, 6 AC Express Trains, 27 Express Trains, 8 Passenger Trains, 2 MEMU services and 5 DEMU services. Besides, I also propose to extend the run of 11 existing trains. The following is the list.

- A) Jansadharan Trains
 - i) Ahmedabad – Darbhanga Jansadharan Express via Surat
 - ii) Jaynagar – Mumbai Jansadharan Express
 - iii) Mumbai – Gorakhpur Jansadharan Express
 - iv) Saharasa – Anand Vihar Jansadharan Express via Motihari
 - v) Saharasa – Amritsar Jansadharan Express

- B) Premium Trains
 - i) Mumbai Central – New Delhi Premium AC Express
 - ii) Shalimar – Chennai Premium AC Express
 - iii) Secunderabad- Hazrat Nizamuddin Premium AC Express

- iv) Jaipur – Madurai Premium Express
- v) Kamakhya – Bengaluru Premium Express

C) AC Express Trains

- i) Vijayawada-New Delhi AP Express (Daily)
- ii) Lokmanya Tilak (T) – Lucknow (Weekly)
- iii) Nagpur – Pune (Weekly)
- iv) Nagpur – Amritsar (Weekly)
- v) Naharlagun – New Delhi (Weekly)
- vi) Nizamuddin – Pune (Weekly)

... (Interruptions)

PROF. SAUGATA ROY (DUM DUM): West Bengal has been totally deprived. ... (Interruptions)

13.08 hrs

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

D) Express Trains

- i) Ahmedabad – Patna Express (Weekly) via Varanasi
- ii) Ahmedabad - Chennai Express (Bi-weekly) via Vasai Road
- iii) Bengaluru – Mangalore Express (Daily)
- iv) Bengaluru – Shimoga Express (Bi-weekly)
- v) Bandra (T) – Jaipur Express (Weekly) Via Nagda, Kota
- vi) Bidar – Mumbai Express (Weekly)
- vii) Chhapra – Lucknow Express (Tri-weekly) via Ballia, Ghazipur, Varanasi
- viii) Ferozpur – Chandigarh Express (6 days a week)
- ix) Guwahati – Naharlagun Intercity Express (Daily)
- x) Guwahati – Murkongselek Intercity Express (Daily)
- xi) Gorakhpur – Anand Vihar Express (Weekly)
- xii) Hapa – Bilaspur Express (Weekly) via Nagpur
- xiii) Hazur Saheb Nanded – Bikaner Express (Weekly)
- xiv) Indore – Jammu Tawi Express (Weekly)
- xv) Kamakhya – Katra Express (Weekly) via Darbhanga
- xvi) Kanpur – Jammu Tawi Express (Bi-weekly)

- xvii) Lokmanya Tilak (T) – Azamgarh Express (Weekly)
- xviii) Mumbai – Kazipeth Express (Weekly) via Balharshah
- xix) Mumbai – Palitana Express (Weekly)
- xx) New Delhi - Bhatinda Shatabdi Express (Bi-weekly)
- xxi) New Delhi – Varanasi Express (Daily)
- xxii) Paradeep – Howrah Express (Weekly)
- xxiii) Paradeep – Visakhapatnam Express (Weekly)
- xxiv) Rajkot – Rewa Express (Weekly)
- xxv) Ramnagar – Agra Express (Weekly)
- xxvi) Tatanagar – Baiyyappanahali (Bengaluru) Express (Weekly)
- xxvii) Visakhapatnam – Chennai Express (Weekly)

E) Passenger Trains

- i) Bikaner – Rewari Passenger (Daily)
- ii) Dharwad – Dandeli Passenger (Daily) via Alnavar
- iii) Gorakhpur – Nautanwa Passenger (Daily)
- iv) Guwahati – Mendipathar Passenger (Daily)
- v) Hatia – Rourkela Passenger
- vi) Byndoor – Kasaragod Passenger (Daily)
- vii) Rangapara North – Rangiya Passenger (Daily)
- viii) Yesvantpur – Tumkur Passenger (Daily)

F) MEMU services

- i) Bengaluru – Ramanagaram 6 days a week (3 Pairs)
- ii) Palwal – Delhi – Aligarh

G) DEMU services

- i) Bengaluru – Neelmangala (Daily)
- ii) Chhapra – Manduadih (6 days a week) via Ballia
- iii) Baramula – Banihal (Daily)
- iv) Sambalpur – Rourkela (6 days a week)
- v) Yesvantpur- Hosur (6 days a week)

H) Extension of run of existing Trains

- i) 22409/22410 Anand Vihar – Sasaram Garib Rath Express to Gaya
- ii) 12455/12456 Delhi Sarai Rohilla – Sriganganagar Express to Bikaner
- (iii) 15231/15232 Gondia – Muzaffarpur Express to Barauni

- (iv) 12001/12002 New Delhi – Bhopal Shatabdi Express to Habibganj
- (v) 54602 Ludhiana – Hissar Passenger to Sadulpur
- (vi) 55007/55008 Sonpur – Kaptanganj Passenger to Gorakhpur
- (vii) 55072/55073 Gorakhpur – Thawe Passenger to Siwan
- (viii) 63237/63238 Buxar – Mughalsarai MEMU to Varanasi
- (ix) 63208/63211 Jhajha – Patna MEMU to Jasidih
- (x) 64221/64222 Lucknow – Hardoi MEMU to Shahjahanpur
- (xi) 68002/68007 Howrah – Belda MEMU to Jaleswar

Madam Speaker, I am aware that I would receive both praise and criticism alike.

Lastly, I would like to recall a popular verse of Shri D.V. Gundappa, a famous poet, philosopher and writer of Kannada, who wrote under the penname – Mankutimma, which translates as under:

“It is not that after reading this book, there will be no more doubts.

It is not that what we believe today will hold up forever.

If someone points at some shortcoming, I have an open mind to correct.

But for now, I believe this is right.”

. With these words, Madam Speaker, I commend the Railway Budget for 2014-15 to the august House.

[Placed in Library. See No. LT 28/16/14]

13.10 hrs

DEMANDS FOR EXCESS GRANTS (RAILWAYS), 2011-12

HON. SPEAKER: Now, Item No. 14, the hon. Minister.

... (*Interruptions*)

SHRI D.V. SADANANDA GOWDA : Madam Speaker, I beg to present a statement (Hindi and English versions) showing the Demands for Excess Grants in respect of the Budget (Railways) for 2011-2012. ... (*Interruptions*)

[Placed in Library. See No. LT 29/16/14]

HON. SPEAKER: The House stands adjourned to meet again at 2.10 p.m.

13.12 hrs

*The Lok Sabha then adjourned till
Ten Minutes past Fourteen of the Clock.*

14.10 hrs

The Lok Sabha re-assembled at Ten Minutes past Fourteen of the Clock.

(Dr. M. Thambidurai *in the Chair*)

... (*Interruptions*)

14.10 ¼ hrs

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

... (*Interruptions*)

14.10 ½ hrs**ANDHRA PRADESH REORGANISATION (AMENDMENT) BILL, 2014***

HON. CHAIRPERSON : The hon. Home Minister to move the Bill.

... (*Interruptions*)

SHRI BHARTRUHARI MAHTAB (CUTTACK): Sir, we have objections to the introduction of this Bill. ... (*Interruptions*)

THE MINISTER OF HOME AFFAIRS (SHRI RAJNATH SINGH): Sir, I beg to move for leave to introduce a Bill to amend the Andhra Pradesh Reorganization Act, 2014.

HON. CHAIRPERSON: Motion moved:

“That leave be granted to introduce a Bill to amend the Andhra Pradesh Reorganization Act, 2014.”

... (*Interruptions*)

HON. CHAIRPERSON: I now give the floor to Shri Bhartruhari Mahtab. Only his statement and nothing else will go on record.

... (*Interruptions*)

* Published in the Gazette of India, Extraordinary, Part II, Section 2, dated 08.07.2014

SHRI BHARTRUHARI MAHTAB : Sir, I am opposing the introduction of the Andhra Pradesh Reorganisation (Amendment) Bill, 2014, as per Rule 72 of Rules of Procedure and Conduct of Business in Lok Sabha.

The division of the State that was effected in the Fifteenth Lok Sabha had stipulated certain conditions and those conditions were accepted by this House by a majority. Subsequently, seven *talukas* are being diverted from Telangana to Andhra Pradesh and accordingly an Ordinance was issued just two days before the State came into existence. This is a non-Constitutional aspect.

Mr. Chairman, Sir, the Constitution specifically stipulates that this is a tribal area. More than 90 per cent of the people who reside in this area, which is supposed to be transferred, belong to the tribal community. It comes under the Fifth Schedule of the Constitution. Any change in the Fifth Schedule has to get the mandate of the people of that area. The tribal people have a say: whether they want to continue to stay in Telangana State or they want to shift to Andhra Pradesh.

Without taking their consent and without making any attempt to know what the people of that area want, the Government has come out with an Ordinance, and now a Bill has come. Therefore, I stand before you to say that this Bill should be withdrawn and allow the Ordinance to lapse.

My request to the Government is that it has to save the interests of the tribal people. More than a lakh of tribal people are being displaced and are now being shifted to another State where no one is going to take care of them. Therefore, I oppose the introduction of this Bill. I would request the Government to take appropriate action to withdraw this Bill and also to protect the interests of the tribals. Thank you.... (*Interruptions*)

14.13 hrs

At this stage, Shri Konakalla Narayana Rao and some other hon. Members came and stood on the floor near the Table.

... (Interruptions)

14.13 ¼ hrs

At this stage, Shrimati Kavitha Kalvakuntla and some other hon. Members came and stood on the floor near the Table.

... (Interruptions)

14.13 ½ hrs

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

... (Interruptions)

SHRI B. VINOD KUMAR (KARIMNAGAR): Sir, I rise to oppose the introduction of the Andhra Pradesh Reorganisation (Amendment) Bill.

Sir, I would like to read only two lines from the Statement of Objects and Reasons appended to the Bill. It says,

“The Andhra Pradesh Reorganisation Act, 2014 was enacted on 1st March, 2014 to provide for reorganization of the State of Andhra Pradesh into the States of Telangana and Andhra Pradesh.”

Sir, it clearly shows that the law was enacted on 1st March, 2014 and a Gazette Notification was also issued.

So, if the Government intends to alter the boundaries of any State, then Article 3 of the Constitution has to be followed. As per Article 3 of the Constitution, the President should recommend the Bill to the House only after ascertaining the views of the Legislatures of the respective State Assemblies. However, in this case, the President has not elicited the views of the State of Telangana as well as that of the State of Andhra Pradesh.

It is in this context that I oppose the Bill as there is no sanctity to it. All of us, the parliamentarians, know no Government can alter the boundaries of a State, unless they follow the provisions laid down in Article 3 of the Constitution, Hence, I oppose the Bill in *toto*. ... (*Interruptions*)

SHRI RAJNATH SINGH: There is no necessity. ... (*Interruptions*)

HON. CHAIRPERSON : The question is:

“That leave be granted to introduce a Bill to amend the Andhra Pradesh Reorganisation Act, 2014”

The motion was adopted.

SHRI RAJNATH SINGH: Sir, I introduce* the Bill. ... (*Interruptions*)

* Introduced with the recommendation of the President.

14.17 hrs

STATEMENT BY THE MINISTER

Reasons for immediate legislation by the promulgation of the Andhra Pradesh Reorganisation (Amendment) Ordinance, 2014 (No. 4 of 2014)*

THE MINISTER OF HOME AFFAIRS (SHRI RAJNATH SINGH): I beg to lay on the Table an explanatory Statement (Hindi and English versions) showing reasons for immediate legislation by promulgation of the Andhra Pradesh Reorganisation (Amendment) Ordinance, 2014 (No. 4 of 2014).

The Andhra Pradesh Reorganization Act, 2014 (6 of 2014) was enacted on 1st March, 2014 to provide for reorganization of the State of Andhra Pradesh into the State of Telangana and Andhra Pradesh.

With a view to enable the successor State Government of Andhra Pradesh to have flexibility in the identification of areas for implementing the rehabilitation and resettlement aspect of the Polavaram Multi-purpose National Irrigation Project, as well as to ensure contiguity in the areas that forms part of the Andhra Pradesh and for administrative convenience, entire Mandals (administrative unit) in the Khammam district in which some Revenue Villages would get submerged or be needed for rehabilitation and resettlement purpose were required to be transferred to the successor State of Andhra Pradesh by amending section 3 of the Andhra Pradesh Reorganization Act, 2014. This transfer of areas excludes the Bhadrachalam Town and the 12 Revenue villages in the Burghampadu Mandal of the Khammam district through which the NH-221 passes as this highway is the only available road access to the Bhadrachalam town from the rest of Telangana.

Prior to 1959, the entire Bhadrachalam Revenue Division was a part of the East Godavari District. It was transferred to the Khammam district for administrative reasons. Now, only a part of the Bhadrachalam Revenue Division

* Laid on the Table and also placed in Library. See No. LT 30/16/14

is being transferred to Andhra Pradesh to address the rehabilitation and resettlement needs of the Polavaram project.

The Government was of the view that immediate action was necessary to revise the territories of the two successor states before the appointed day, i.e. 2nd June, 2014 on which day the Andhra Pradesh Reorganization Act, 2014 would come into force. In the absence of adjustment of territories there was a possibility of the execution of the National Project getting delayed further. Therefore, an expeditious decision was required regarding transfer of the areas likely to get submerged, to the residuary State of Andhra Pradesh so that the rehabilitation and resettlement issues could be dealt with appropriately by that state. The Andhra Pradesh Reorganization (Amendment) Ordinance, 2014 (Ord. 4 of 2014) was, therefore, promulgated on 29th May, 2014.

By promulgation of the Andhra Pradesh Reorganization (Amendment) Ordinance, 2014, section 3 of the Andhra Pradesh Reorganization Act, 2014 has been amended. Now, it is proposed to introduce a replacement Bill, namely, the Andhra Pradesh Reorganization (Amendment) Bill, 2014 maintain the continuity of the amendments carried out in section 3 of the Andhra Pradesh Reorganization Act, 2014.

MATTERS UNDER RULE 377*

HON. CHAIRPERSON : 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. The rest will be treated as lapsed.

... (Interruptions)

(i) Need to provide basic facilities and stoppage of important trains at Palanpur Railway Station in Banaskantha Parliamentary Constituency, Gujarat

श्री हरिभाई चौधरी (बनासकांठा) : मेरा संसदीय क्षेत्र बनासकांठा रेल की सुविधा से पूरी तरह से वंचित है। बनासकांठा जिले का मुख्यालय पालनपुर रेलवे स्टेशन बुनियादी सेवा से वंचित है। प्लेटफार्म पर शैड नहीं है। इस पालनपुर रेलवे स्टेशन से लंबी दूरी के रेल सेवा नहीं है दूरस्थ शहरों को जाने के लिए दूसरे स्टेशनों पर जाना पड़ता है। कई महत्वपूर्ण गाड़ियों का इस रेलवे स्टेशन पर ठहराव नहीं है। मेरे संसदीय क्षेत्र के अन्य रेलवे स्टेशन अमीरगढ़, इकबालगढ़, धनेरा, दीसा, दियोदर, भिल्डी एवं भब्वर इत्यादि पर रेलवे विभाग ध्यान नहीं दे रहा है। साथ ही समदारी-भिल्डी पर एल सी 149ए फाटक जो 50 साल पुराना है। उसके स्थान पर पुल बनाने के लिए रेलवे एवं गुजरात राज्य के बीच लागत हिस्सेदारी के आधार पर निर्माण शुरू किया गया परंतु रेलवे विभाग ने कार्य का निर्माण होने के बाद लागत की हिस्सेदारी देने से मना कर दिया है जिसके कारण यह फाटक न बनने से इस फाटक से यातायात में काफी विलम्ब होता है और घातक दुर्घटनाएं भी हो रही हैं।

सरकार से अनुरोध है कि बनासकांठा के मुख्यालय पालनपुर रेलवे स्टेशन पर बुनियादी सुविधाएं उपलब्ध करवाएं और यहां के लोगों की मांग पर आवश्यक रेलवे सेवा शुरू कराने का काम किया जाये और जिन रेल सेवाओं के ठहराव की मांग की जा रही है उनका ठहराव किया जाए और जोधपुर रेलवे प्रबंधक कार्यालय अंतर्गत समदारी-भिल्डी रेलवे लाईन पर स्थित एल सी 149ए पुराने फाटक पर रोके गये कार्य को रेलवे एवं गुजरात सरकार की हिस्सेदारी के माध्यम से निर्माण कार्य में तेजी लाई जाये जैसा कि पूर्व में हिस्सेदारी के आधार पर निर्माण कार्य शुरू किया गया था।

* Treated as laid on the Table.

(ii) Need to provide financial assistance to all the people seeking help from Prime Minister's National Relief Fund

श्री ए.टी. नाना पाटील (जलगांव): हमारे देश में प्रधानमंत्री राहत कोष देश में गरीब परिवारों के रोगियों के इलाज के लिए एक वरदान है जो माननीय संसद सदस्यों की सिफारिशों पर उन्हें आर्थिक सहायता प्रदान करता है। लेकिन सांसदों को इस विषय पर बहुत कठिनाइयों का सामना करना पड़ रहा है। हमारे चुनाव क्षेत्र से गंभीर रोगों से पीड़ित जैसे दिल की सर्जरी, गुर्दा प्रत्यारोपण, कैंसर जैसे गंभीर और महंगे इलाज के लिए लोग प्रधानमंत्री जी को उन्हें आर्थिक सहायता देने के लिए निवेदन करते रहते हैं और इससे कुछ लोगों को कुछ प्रमाण में आर्थिक सहायता मिलती भी है, लेकिन कई लोगों के निवेदनों को इसका लाभ नहीं मिल पा रहा है। एक चुनाव क्षेत्र में कम से कम 15 से 20 लाख मतदाता रहते हैं और संसद सदस्यों को हर रोज गंभीर रूपसे पीड़ित लोगों के निवेदन प्राप्त होते रहते हैं, लेकिन प्रत्येक संसद सदस्य की एक महीने में दो या तीन सिफारिशों को ही मंजूर किया जाता है वह भी लॉटरी सिस्टम से। सांसदों के पास वही लोग आते हैं जिन्हें आर्थिक सहायता हेतु कोई और रास्ता नहीं पता और इसमें एक ऑपरेशन या सर्जरी के लिए 5 से 7 लाख रूपए तक का खर्च आ रहा है। लेकिन इन लोगों को आर्थिक सहायता के नाम पर 25 से 50 या 70 हजार रूपये तक ही आर्थिक सहायता मंजूर होती है इससे उन्हें अपना इलाज कराने में बहुत दिक्कत होती है और उन्हें इलाज के लिए आर्थिक सहायता पूरी नहीं मिलने के कारण उनका इलाज अधूरा रह जाता है और इससे कई मरीजों की मृत्यु तक हो रही है।

अतः मैं सरकार से और माननीय प्रधान मंत्री जी से आग्रह करना चाहता हूँ कि इस विषय की गंभीरता को देखते हुए जितने भी निवेदन माननीय संसद सदस्यों द्वारा प्राप्त किए जाते हैं और आर्थिक सहायता हेतु संस्तुति कर प्रधानमंत्री कार्यालय भेजे जाते हैं उनको इलाज का पूरा खर्च प्रधानमंत्री राहत कोष से तत्काल देने का प्रावधान किया जाये या जिस हॉस्पिटल में उसका इलाज चल रहा है उस हॉस्पिटल को निर्देश दिया जाये कि इस रोगी का इलाज पूरी तरह मुफ्त किया जाये।

(iii) Need to arrange the payment of dues by NAFED to the Tilam Sangh and Groundnut farmers of Bikaner in Rajasthan

श्री अर्जुन राम मेघवाल (बीकानेर): राजस्थान में मेरे संसदीय क्षेत्र बीकानेर में 4 खरीद केन्द्रों यथा बीकानेर, नोखा, श्रीडूंगरगढ़ और लूनकरणसर में किसानों से मूंगफली खरीदी गई जो 1,20,230.80 मीट्रिक टन राशि 480.92 करोड़ रुपये की थी। उक्त मूंगफली को तिलम संघ के द्वारा नेफेड द्वारा निर्देशित आर.एस.डब्ल्यू.सी. के गोदामों में जमा करवाया जा चुका है। परंतु अभी तक लगभग 300 किसानों को संपूर्ण राशि का भुगतान नहीं किया गया है। राजस्थान सरकार ने नेफेड को इस भुगतान के लिए पत्र लिखा है।

किसानों ने मूंगफली सरकार की एजेंसियों द्वारा निर्धारित बहुउद्देशीय क्रय-विक्रय सहकारी समिति श्रीगंगानगर को निर्धारित प्रक्रिया के अनुसार बेच दिया। एजेंसियों द्वारा किसानों को प्राप्ति रसीद भी दी गई है। तीन महीने बीत जाने के बाद भी किसानों को अपने माल का भुगतान नहीं हो रहा है। इसके अतिरिक्त मैं यह भी बताना चाहूंगा कि चने की फसल में इस वर्ष देरी हुई है। अतः चने की खरीद की अवधि बढ़ाने की आवश्यकता है।

राजस्थान सरकार के अति. मुख्य सचिव द्वारा नेफेड से बकाया राशि की मांग की गई। मेरी भारत सरकार के कृषि मंत्रालय से मांग है कि राजस्थान सरकार के अनुसार किसानों की बकाया राशि का भुगतान नेफेड द्वारा तिलम संघ को तथा किसानों को करवाने की शीघ्र व्यवस्था करावें।

(iv) Need to speed up the flood management and land erosion control project on Ganga and Ghaghara rivers in Ballia Parliamentary Constituency, Uttar Pradesh

श्री भरत सिंह (बलिया): मैं अपने संसदीय क्षेत्र-बलिया के अंतर्गत गंगा एवं घाघरा नदियों पर स्वीकृत परियोजनाओं का निर्माण कार्य बाढ़ आने से पूर्व पूर्ण करने के संबंध में केन्द्र सरकार का ध्यान आकर्षित करना चाहता हूँ ।

गंगा एवं घाघरा नदियों पर स्वीकृत परियोजना का निर्माण कार्य अत्यधिक मन्द गति से चल रहा है जिसके कारण राजस्व एवं जान-माल का काफी भारी नुकसान हो सकता है । मेरे संसदीय क्षेत्र बलिया में गंगा एवं घाघरा नदियों के बाढ़ एवं कटान से श्रीनगर (दूबे छपरा)-बैरिया, जगदीशपुर, भुसौला, नरदरा, गडेरिया-मुरली छपरा, सेमरा विकास खंड-मुहम्मदाबाद, जिला-गाजीपुर, इब्राहिमाबाद, नौबरार (आठगांव) मुरली छपरा, तिलापुर, दतहां-रेवती आदि ग्राम गंभीर रूप से प्रभावित हैं । राष्ट्रीय राजमार्ग संख्या 31 भी भारी खतरे में है । यदि बाढ़ आने से पूर्व स्वीकृत परियोजनाओं के सापेक्ष कार्य नहीं कराये गये तो जनपद बलिया की सुरक्षा को गंभीर खतरा उत्पन्न होने की पूर्ण संभावना है ।

मेरा केन्द्र सरकार से आग्रह है कि इस अविलंबनीय लोकहित के गंभीर मामले पर हस्तक्षेप कर बलिया में गंगा एवं घाघरा नदियों पर स्वीकृत परियोजना को बाढ़ आने से पूर्व शीघ्रतापूर्वक पूर्ण करने के लिए संबंधित विभाग को आदेश दें जिससे बाढ़ एवं कटान से होने वाली राजस्व एवं भारी जान-माल की क्षति से क्षेत्र को बचाया जा सके ।

**(v) Need to control the floods caused by Sharda and Ghaghara rivers in
Dhaurhra Parliamentary Constituency, Uttar Pradesh**

श्रीमती रेखा वर्मा (धौरहरा): मेरे लोक सभा क्षेत्र धौरहरा (उ.प्र.) सर्वाधिक बाढ़ से अत्यधिक प्रभावित क्षेत्र है। यहाँ मुख्य रूप से शारदा और घाघरा नदी द्वारा बाढ़ का प्रकोप होता है। बरसात के दिनों में तमाम गाँव और किसानों की फसलें कटान से बह जाती हैं। साथ ही साथ जन-धन की हानि होती है।

मैं केन्द्र सरकार से अनुरोध करूंगी कि बाढ़ की समस्या से निजात दिलाने की कृपा करें ताकि क्षेत्र की जनता को राहत मिल सकें।

**(vi) Need to settle the issue of ownership rights on salt pan land in North East
Mumbai**

DR. KIRIT SOMAIYA (MUMBAI NORTH-EAST): The Salt Commissioner, Department of Industrial Policy and Promotion of Ministry of Commerce and Industry has identified around 800 acres developable salt pan land in North East Mumbai, i.e. Ghatkopar, Mulund area in my Constituency. The market value of this land is more than Rs.10,000 crore. Government of India and Government of Maharashtra had several interactions, meetings, MoU to jointly develop this land for low cost comfortable housing and other purposes. Suddenly by an order, Collector of Mumbai Suburban District, Maharashtra declared that the whole salt pan land belongs to Government of Maharashtra and also started taking possession of such salt pan land, where salt is not being cultivated for the last 20 years and which is developable. There is an urgent need to take some urgent steps to protect this land from land Mafia and necessary steps be taken to restrain the State Government staking its claim on the entire Salt pan land. I, therefore, urge upon the Government to intervene in the matter and take immediate step.

(vii) Need to open a Passport Seva Kendra at Mysore in Karnataka on priority basis

SHRI PRATHAP SIMHA (MYSORE): Mysore is the second largest IT centre in the State and its software exports had crossed Rs. 2,000 crore last fiscal while its population was approaching the million mark. A local Passport Seva Kendra (PSK) could cater to Mysore, Mandya, Chamarajanagar, Hassan, Kodagu and surrounding areas. Mysore is an emerging industrial hub and IT exporting city. Some of the IT and ITES companies in Mysore, which have hired through campus interview, are sending their employees in batches of 50-60 to Bangalore to get the passport and it takes considerable time. In the last four years, the number of applicants from the city has almost doubled. Unlike earlier when the application was submitted physically to the police, it is now submitted online or through post offices and the police are receiving applications for police verification. The need for a PSK in the city is needed in view of its importance as a tourist hub and high international passenger traffic originating from here.

I am given to understand that the Ministry has proposed to open 80 PSKs across the country, including one in Mysore. The need for establishment of PSK is a valid proposition and justified as this will help in the overall economic development of the city. Apex industry bodies and Government are planning to develop Mysore as a model tier-II city with world-class facilities for tourists and investment destination. P8K will boost Mysore city's brand value.

I urge the Hon'ble Minister to give highest consideration to open a Passport Seva Kendra at Mysore City.

**(viii) Need to construct a bridge over Son River connecting
Rohtas district of Bihar with Palamu district of Jharkhand**

श्री छेदी पासवान (सासाराम): मेरे संसदीय क्षेत्र के रोहतास जिला अंतर्गत नौहटा प्रखण्ड के पंडुका ग्राम से श्रीनगर (पलामू) झारखण्ड तक सोन नदी पर पुल का निर्माण होने से झारखण्ड तथा बिहार के बीच सुगम आवागमन, व्यापार, रोजगार के अवसर तथा दोनों राज्यों के करोड़ों जनमानस के जीवन में सुख समृद्धि के अवसर सृजित होंगे तथा यह झारखण्ड, बिहार, छत्तीसगढ़ एवं उत्तर प्रदेश के बीच सम्पर्क सेतु सिद्ध होगा ।

अतः मेरा विशेष आग्रह है कि प्राथमिकता के आधार पर इस लोकोपयोगी योजना का निर्माण कार्य को संपादित कराने की कृपा की जाए ।

**(ix) Need to review the decision on Western Ghats in the light of report
submitted by Government of Kerala**

SHRI ANTO ANTONY (PATHANAMTHITTA): I draw the attention of the Government to the concerns of the people in Kerala regarding the reports of Prof. Madhav Gadgil Committee and Dr. Kashturirangan panel on Western Ghats. Implementing the recommendations of these reports will have adverse impact on the livelihood of millions of people. Keeping in view the gravity of the issue, the Government of Kerala constituted an expert panel to review aforesaid reports on Western Ghats. The Kerala Government has submitted its report to the Central Government. I request the Government to kindly consider the report submitted by Kerala before taking a final decision on Western Ghats.

(x)Need to declare official residence of Sardar Vallabhbhai Patel in New Delhi as a National Monument

श्री दिलीपकुमार मनसुखलाल गांधी (अहमदनगर)- अंग्रेजों के भारत छोड़ने के बाद देश की 565 देशी रियासतों को एकसूत्र में पिरोने का कठिन कार्य तत्कालीन गृहमंत्री सरदार पटेल ने बखूबी निभाकार संपूर्ण राष्ट्र को एकसूत्र में बांधकर राष्ट्र शिल्पी बने। उनका यह कार्य बेहद प्रेरणादायी है और आने वाली पीढ़ियों को इसकी जानकारी हो और उसे देश प्रेम की प्रेरणा ली जाये इसलिए सरदार बल्लभभाई पटेल के दिल्ली स्थित शासकीय निवास 1, औरंगजेब रोड राष्ट्रीय स्मारक घोषित किये जाने हेतु कई संगठनों एवं जनप्रतिनिधियों द्वारा समय-समय पर सरकार से भवन को राष्ट्रीय स्मारक घोषित किये जाने की मांग की जाती रही है। परंतु आज दिनांक तक राष्ट्र के इस शिल्पी सरदार बल्लभभाई पटेल के कार्य को नजरअंदाज करते हुए उनके कार्यों को ज्यादा महत्त्व नहीं दिया गया जिससे राष्ट्र के प्रति स्नेह रखने वालों को दुःख होना स्वाभाविक हैं इस दर्द को दूर करके शिल्पी सरदार के महान कार्य की आगे की पीढ़ियों को जानकारी मिले इसलिए उनके दिल्ली स्थित शासकीय निवास स्थान को राष्ट्रीय स्मारक घोषित किया जाये।

(xi) Need to initiate work on gauge conversion of railway line between Thiruvarur and Karaikudi in Nagapattinam Parliamentary Constituency, Tamil Nadu

DR. K. GOPAL (NAGAPATTINAM): I would like to urge the Government to initiate action for early completion of the railway gauge conversion project between Thiruvarur and Karaikudi in Nagappatinam constituency, Tamil Nadu which is pending without any reason for the last so many years. The survey study has already been completed. But no further action has been taken by the Government till now. Therefore, I request the Government to initiate this pending project and include it in the Railway Budget along with the necessary allocation of fund. Since the completion of this project has the demand of people of my constituency for nearly two decades, the Government should expedite the line between Thiruvarur and Karaikudi. The completion of this railway gauge conversion work would not only be beneficial to villages and towns located along this rail route but also would generate more income to the Railways.

(xii) Need to accelerate the pace of construction work of new railway line between Amta and Bagnan in Howrah district of West Bengal

SHRI SULTAN AHMED (ULUBERIA): In 2009-2010, 16 kilometers of new railway lines were sanctioned by the Ministry of Railways to meet the demand of people of Uluberia Parliamentary Constituency in the district of Howrah in West Bengal under Kharagpur division of the South Eastern Railway. I have visited the site and after 4 years, the progress of the work is only 2%. This indicates that the Ministry of Railways is going to miss the deadline and the cost of the work is expected to rise which will cause heavy loss to Indian Railways. Therefore, local people are also very apprehensive about the fate of the project.

Hence, expeditious action for construction work of Amta-Bagnan New Railway line is urgently required.

(xiii) Need to develop the National Waterway No. 5

SHRI BHARTRUHARI MAHTAB (CUTTACK): For development of Inland Water Transport, Government of India have declared Talcher Dhamra stretch of Brahmani, Kharasuan-Dhamra river system alongwith Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dharme stretch of Matei river and Mahanadi delta river between Mangalgadi and Paradip as National Waterway No. 5 in the State of West Bengal and Odisha. This has been surveyed through WAFOS. In this regard, the Act had been enacted in Parliament on 18th November 2008. This National Waterways will provide an alternative mode of transportation from coal mines and other industries of Odisha to Pradip, Dhamra and Haldia ports.

The representatives of Paradip Post Trust, NALCO, MCL, OMC etc have showed interest to act as stakeholders in the event of Joint Venture with IWAI to develop the National Waterway No. 5. In the matter of development of Inland Waterway No. 5 in Odisha, especially to connect Industrial hub of Kalinganagar, Anugal and coal belt of Talchar, Mahanadi Coal Field to port of Paradip and Dhamra, the concept paper shows that this stretch will be commercially viable and can be taken up under PPP mode.

I would urge upon the Government to take urgent and necessary steps in this regard.

(xiv) Need to restrict the import of rubber

SHRI JOSE K. MANI (KOTTAYAM): The Indian rubber market is on the decline over the past two years. The cost of 1 kg of rubber which was Rs 240/-in April 2011 has come down to Rs. 144 in May 2014. Such drastic fall in the price by more than 60% has made the crop economically unviable. The main reason for the fall in rubber price is excessive imports without taking into account the supply-demand gap.

While the country has produced 8.07 lakh mt tonnes of rubber during 2013 the consumption was 9.55 lakh Mt tonnes leaving a gap of 1.48 mt tonnes. Instead of bridging the gap by imports, the actual imported quantity was 3.00 lakh Mt tonnes leaving a surplus supply of 1.52 Mt tonnes. So import restrictions form the crux of the issue.

Rubber being agricultural product, WTO norms permit imposition of import duty from 20 to 70 percent. Presently what is levied for rubber is a minimum duty of 20 percent only. It has to be enhanced to 50 percent.

No import of rubber during peak rubber production season (September-January) is to be allowed. The number of discharge ports should be limited so that buyers may be tempted to utilize more domestic rubber. 100 percent inspection has to be employed to avoid import of inferior quality at lesser price. A monitoring mechanism to avoid excess imports is to be created. Price stabilization scheme for rubber may be implemented by Government of India. For this purpose a corpus fund of Rs 1000 crore may be created.

I request your good self to kindly look into the above suggestions and take immediate steps to provide support to the rubber farmers.

HON. CHAIRMAN : The House stands adjourned to meet again at 3.00 p.m.

14.17 hrs

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

15.00 hrs

The Lok Sabha re-assembled at Fifteen of the Clock.

(Dr. M. Thambidurai *in the Chair*)

... (*Interruptions*)

At this stage, Shri Kalyan Banerjee and some other hon. Members came and stood on the floor near the Table.)

... (*Interruptions*)

15.0 ¼ hrs**DISCUSSION UNDER RULE 193Contd.****Price rise**

HON. CHAIRPERSON: Hon. Members, discussion on the issue of price rise under Rule 193 has been included in the today's List of Business in the name of Shri P. Karunakaran and Shri Shailesh Kumar. I may inform the House that Shri Mallikarjun Kharge, Leader of the Congress Party has requested hon. Speaker to allow Shri Amrinder Singh to initiate the discussion. As a special case, hon. Speaker has given the permission. Therefore, I request Shri Karunakaran to allow Shri Amrinder Singh to initiate the discussion. I hope the hon. Member has no objection. I shall call Shri Karunakaran after Shri Amrinder Singh.

... (*Interruptions*)

SHRI P. KARUNAKARAN (KASARAGOD): Sir, the first name in the list is of mine. So, really I have the right to speak first. But for the smooth functioning of the House, it is left to the hon. Speaker to take the decision. But really I have the right to speak. I really agree with the Speaker. If the Speaker thinks that it is needed for the better functioning of the House, I have no objection to that. ...

(*Interruptions*)

CAPT. AMARINDER SINGH (AMRITSAR): Sir, there are various issues which we want to bring before the House. We hope that when we raise these issues which are of importance, every family of India gets affected by this. We want that the Government should take notice of this and give an answer on the floor of the House. ... (*Interruptions*) Today, the prices are breaking the backbone of the common man. It is interesting to note that in the month of May, their own Ministry has given us a wholesale price index and yet in one month, the prices have risen to such an extent that it has become difficult for any ordinary person to afford it. ... (*Interruptions*) Therefore, it is not possible for the common man to sustain the price rise which is taking place. Today, you have potatoes which have gone up by 200 per cent; onions have gone up by 200 per cent; and tomatoes have gone up by 200 per cent. How can the common man survive by this? It is not possible. You have further raised the petrol prices. You have raised diesel prices twice. This has gone up twice. ... (*Interruptions*) Every time the freight prices go up, the commodity prices go up too. Today, if prices are going up like this in India, how is it going to be in the times to come? ... (*Interruptions*)

HON. CHAIRPERSON: Please go back to your seats. Whatever you want to raise, you go to your seat and raise it.

... (*Interruptions*)

HON. CHAIRPERSON: What do you want? You tell me, what do you want?

... (*Interruptions*)

HON. CHAIRPERSON : What do you want? You tell me.

... (*Interruptions*)

HON. CHAIRPERSON: The House stands adjourned to meet again at 3.30 p.m.

15.09 hrs

*The Lok Sabha then adjourned till Thirty Minutes
past Fifteen of the Clock.*

15.30 hrs

The Lok Sabha reassembled at Thirty Minutes past Fifteen of the Clock

(Shri Hukumdeo Narayan Yadav in the Chair)

... (व्यवधान)

DISCUSSION UNDER RULE 193 ...Contd.**Price rise**

माननीय सभापति : माननीय अमरिन्दर सिंह जी, अपना भाषण प्रारंभ करें।

... (व्यवधान)

15.30 ¼ hrs

At this stage, Shri Kalyan Banerjee, Shri Bhagwant Mann and some other hon. Members came and stood on the floor near the Table.

... (व्यवधान)

माननीय सभापति : माननीय अमरिन्दर सिंह जी।

कैप्टन अमरिन्दर सिंह (अमृतसर) : चेयरमैन साहब, हाउस को ऑर्डर में तो लाएँ। ... (व्यवधान)

माननीय सभापति : आप अपना भाषण प्रारंभ करें।

कैप्टन अमरिन्दर सिंह : ऑर्डर के बिना हम कैसे बोलेंगे? कुछ आवाज़ नहीं आ रही है। ... (व्यवधान)

माननीय सभापति : अमरिन्दर सिंह जी के भाषण के अलावा कोई बात कार्यवाही में दर्ज नहीं होगी।

(Interruptions) ...*

CAPT. AMARINDER SINGH : Sir, when the House is in order, I can speak. ...

(Interruptions)

माननीय सभापति : महंगाई जैसे विषय पर चर्चा होने दीजिए।

... (व्यवधान)

CAPT. AMARINDER SINGH : The House is not in order. So, I cannot speak. ...

(Interruptions)

* Not recorded.

माननीय सभापति : अमरिन्दर सिंह जी को बोलने दीजिए।

... (व्यवधान)

माननीय सभापति : माननीय सदस्य, उन्हें बोलने दीजिए। इतने महत्वपूर्ण विषय पर चर्चा है। वे खड़े हैं, उनको बोलने दीजिए।

... (व्यवधान)

माननीय सभापति : उनको बोलने दीजिए, वे खड़े हैं। इतने महत्वपूर्ण विषय पर चर्चा है।

... (व्यवधान)

माननीय सभापति : कुछ भी रिकॉर्ड में नहीं जाएगा।

*(Interruptions) ... **

माननीय सभापति : रुकिए, रुकिए।

... (व्यवधान)

माननीय सभापति : आप लोग अपनी सीट पर जाइए।

... (व्यवधान)

माननीय सभापति : आप लोग अपनी सीट पर जाइए।

... (व्यवधान)

माननीय सभापति : सभी माननीय सदस्य अपनी सीट पर जाइए।

... (व्यवधान)

माननीय सभापति : सदन की कार्यवाही साढ़े चार बजे तक के लिए स्थगित की जाती है।

15.36hrs

The Lok Sabha then adjourned till Thirty Minutes past Sixteen of the Clock.

* Not recorded.

16.30 hrs

The Lok Sabha re-assembled at Thirty Minutes past Sixteen of the Clock.

(Shri Konakalla Narayana Rao *in the Chair*)

HON. CHAIRPERSON: Capt. Amrinder Singh to speak.

... (*Interruptions*)

PROF. SAUGATA ROY (DUM DUM) : Sir, I am on point of order.

HON. CHAIRPERSON: Under what rule?

... (*Interruptions*)

PROF. SAUGATA ROY : Sir, I am on point of order under Rule 376 about the need for maintaining order in the House. You can use Rule 374 for maintaining order in the House. Let me mention what happened in this House earlier...

(*Interruptions*). What was happening was that the Members of the TMC were demonstrating and agitating against the Railway Budget in which there has no reduction of railway fare hike and also there has been no projects for West Bengal... (*Interruptions*). पप्पू जी, मुझे अभी बोलने दीजिए। Let us say that there have

been no projects for many parts of India. Sir, I was there in the Fifteen Lok Sabha and in earlier Lok Sabha also. We have seen that this happens when people are agitated over some issue. Now among the TMC Members, our lady Members were arraigned on that side. At that time, when they were still shouting slogans, one Member from the Ruling Party, BJP, - I am told that his name is Mr. Harinarayan Rajbhar - came up as if to hit people. I, myself went and intervened. But before that, he used very filthy language against our leader... (*Interruptions*)

HON. CHAIRPERSON: Nothing would go on record.

(*Interruptions*) ...*

* Not recorded.

PROF. SAUGATA ROY : Sir, he threatened our lady Members that he would beat them up... * ... (*Interruptions*)

सूचना और प्रसारण मंत्रालय के राज्य मंत्री, पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय के राज्य मंत्री तथा संसदीय कार्य मंत्रालय में राज्य मंत्री (श्री प्रकाश जावड़ेकर): सभापति महोदय, ये 545 नए सांसद चुन कर आए हैं।... (व्यवधान) I respect you. Sir, the issue is very simple. People have elected this Government with a massive mandate ... (*Interruptions*)

16.33 hrs

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

SHRI PRAKASH JAVADEKAR: They are also representatives of the people. हाउस ऑर्डर में नहीं है। The issue is who has disturbed the House. Those who have disturbed the House are now complaining and even while complaining, they are not maintaining order... (*Interruptions*). Please ask them to maintain order... (*Interruptions*)

HON. CHAIRPERSON: The House stands adjourned to meet tomorrow, the 9th July, 2014 at 11.00 a.m.

16.34 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, July 9, 2014/Ashadha 18, 1936 (Saka).

* Expunged as ordered by the Chair.