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Tuesday, July 15, 2014

Ashadha 24, 1936 (Saka)

# **LOK SABHA DEBATES**

## **(English Version)**

**Second Session**  
**(Sixteenth Lok Sabha)**



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

**LOK SABHA SECRETARIAT**

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# LOK SABHA DEBATES

## LOK SABHA

Monday, July 15, 2014/Ashadha 24, 1936 (Saka)

The Lok Sabha met at Eleven of the Clock

[HON. SPEAKER in the Chair]

[English]

HON. SPEAKER: Now, Question Hour.

...(Interruptions)

HON. SPEAKER: There will be no suspension of Question Hour.

...(Interruptions)

HON. SPEAKER: After the Question Hour, not now.

Q. No.101 - Yogi Adityanath.

...(Interruptions)

HON. SPEAKER: Yes, Kharge Ji.

...(Interruptions)

HON. SPEAKER: Kharge Ji there is no rule. I am sorry. This is not allowed.

...(Interruptions)

HON. SPEAKER: No, there is no rule to suspend the Question Hour.

...(Interruptions)

[Translation]

HON. SPEAKER: You please sit down.

...(Interruptions)

HON. SPEAKER: Yesterday, it was raised. Don't raise the same point again and again.

...(Interruptions)

**11.01 hrs**

*At this stage, Shri Ninong Ering and some other hon. Members came and stood on the floor near the Table.*

...(Interruptions)

[English]

HON. SPEAKER: I am sorry. There is no suspension of Question Hour. There is no rule or

anything. After the Question Hour, I will see. No, I am sorry.

...(Interruptions)

HON. SPEAKER: Please do not do that.

...(Interruptions)

HON. SPEAKER: I request all of you, please.

... (Interruptions)

[Translation]

HON. SPEAKER: I would request you to avoid this every day uproar. There will be no suspension of question hour. There is no such rule.

...(Interruptions)

HON. SPEAKER: Yesterday also, this point was raised. Don't repeat the same thing.

...(Interruptions)

HON. SPEAKER: Right now, question hour will be taken up. [English] No, I am sorry.

...(Interruptions)

[Translation]

YOGI ADITYANATH (Gorakhpur): Hon. Speaker, Madam, farmers, the food providers of the country are distressed. ...(Interruptions)... He is in difficulty ...(Interruptions)...

**11.03 hrs**

*At this stage, Kumari Mehbooba Mufti and some other hon. Members came and stood on the floor near the Table.*

...(Interruptions)

[English]

HON. SPEAKER: This is not proper.

...(Interruptions)

[Translation]

YOGI ADITYANATH: Its reason is that the support price of foodgrains has been constantly reduced in comparison to the rising prices.

[English]

HON. SPEAKER: Placards are not allowed. No, I am sorry.

...(Interruptions)

HON. SPEAKER: Please go to your seats.

...(Interruptions)

HON. SPEAKER: No placards, please.

...(Interruptions)

11.03 ½ hrs

### ORAL ANSWERS TO QUESTIONS

[English]

HON. SPEAKER: Now, Question Hour.

Q. No 101, Yogi Adityanath ji

[Translation]

#### MSP for Agricultural Produce

\*101. SHRI YOGIADITYA NATH:

SHRI K.C. VENUGOPAL:

Will the Minister of AGRICULTURE be pleased to state:

(a) the existing methodology adopted to determine the Minimum Support Price (MSP) for various agricultural produce;

(b) whether the Government is contemplating to review the procedure and norms to fix MSP for agricultural produce, if so, the details thereof and if not, the reasons therefor; and

(c) whether the Government has announced MSP for kharif crops including paddy for 2014-2015 and if so, the details thereof?

THE MINISTER OF AGRICULTURE (SHRI RADHA MOHAN SINGH): (a) to (c) A statement is laid on the Table of the House.

#### Statement

(a) and (b) Government fixes Minimum Support Prices (MSPs) of various crops based on the recommendations of the Commission for Agricultural Costs & Prices (CACP), views of concerned State Governments and Central Ministries/Departments, and other relevant factors. While formulating its recommendations on price policy, the CACP considers, *inter alia*, a number of important factors including cost of

production and changes in input prices. The cost of production, *inter alia*, includes all paid out costs including imputed value of family labour.

Methodology for estimating the cost of production is reviewed from time to time. With effect from 2009, premium paid by farmers for crop insurance, marketing and transport charges have been included as additional items in the cost of production on the basis of the recommendations of an Expert Committee under the Chairmanship of Dr. Y.K. Alagh that was constituted to Examine Methodological Issues in Fixing Minimum Support Price (MSP).

Government has constituted a Committee under the Chairmanship of Director, National Centre for Agricultural Economics and Policy Research in 2013, to examine the methodological issues in fixing Minimum Support Prices.

(c) Government has announced the MSPs for Kharif crops of 2014-15 season. MSPs of Kharif crops fixed by the Government for 2014-15 season are given at enclosed Annexure.

#### Annexure

##### Minimum Support Prices

(Rs. per quintal)

Commodity	Variety	2014-15
Paddy	Common	1360
	Grade A	1400
Jowar	Hybrid	1530
	Maldandi	1550
Bajra		1250
Maize		1310
Ragi		1550
Arhar (Tur)		4350
Moong		4600
Urad		4350
Cotton	Medium Staple	3750
	Long Staple	4050
Groundnut in shell		4000
Sunflower seed		3750



Commodity	Variety	2014-15
Siyabean	Black	2500
	Yellow	2560
Sesamum		4600
Nigerseed		3600

YOGI ADITYANATH: Madam, when the population of the country was merely 35 crores in the year 1953, the contribution of farmers in gross domestic product was 53% *...(Interruptions)...* At that time, foodgrains were not produced in adequate quantity in the country *...(Interruptions)...* But, today, the farmer is making the country self-reliant by producing foodgrains for 120 crore population *...(Interruptions)...* Today, his contribution to the gross domestic product of the country is merely 14% *...(Interruptions)...*

Madam, I just want to mention only a simple thing. *...(Interruptions)...* If we look back, the rate of ten grams of gold was only eighteen rupees in 1925 and the rate of one quintal wheat was sixteen rupees *...(Interruptions)...* But, today, the rate of ten grams gold is 29000 rupees and the farmers are not getting even thirteen hundred rupees for one quintal of wheat. *...(Interruptions)...* Madam, these facts are only proving the point that the farmers of this country have been neglected in terms of fixing minimum support price, *...(Interruptions)...* His labour has been ignored *...(Interruptions)...* We can see this in terms of the negligence he is being subjected to while announcing the minimum support price *...(Interruptions)...* this unjustified approach *...(Interruptions)...* it proves that we want to deprive the sixty per cent population of this country of their fundamental right to live with dignity and equality *...(Interruptions)...* through you, I would like to know from the Hon. Minister that due to the inequality faced by the farmers in the country in the last ten years *...(Interruptions)...*

HON. SPEAKER: Ask the question, don't give a speech please.

YOGI ADITYANATH: Five lakh farmers have committed suicide in the last ten years. Therefore, I would like to know from the Hon'ble Minister as to what

steps are proposed to be taken by the Government to ensure that the farmer get the benefits of huge difference which exists in the minimum support price and the price of agricultural products available in the market? *...(Interruptions)...*

SHRI RADHA MOHAN SINGH: Madam, our Government came to power on 26th May and we know that the new crop cycle starts from 1st June and the farmers should know beforehand the rates fixed by the Government for their commodities *...(Interruptions)...* First 100 days were difficult for us. In the last four-five years, we observed that the government accepted the recommendations of the Commission for Agricultural Costs and Prices, so we have accepted this in such a short span *...(Interruptions)...* Furthermore, I definitely agree with the opinion of Hon'ble Member that justice is not being done to the farmers, so we will definitely take note of it *...(Interruptions)...*

YOGI ADITYANATH: Hon'ble Minister is an experienced Minister and a farmer. Naturally, he has felt the pain of the farmers *...(Interruptions)...* This is a matter of happiness for all of us. I would like to bring to the cognizance of the Hon'ble Minister that some State Governments give bonus with minimum support price and the Government of Madhya Pradesh is one such Government *...(Interruptions)...*

HON. SPEAKER: I am sorry. Once again, I would like to submit that I will give reply to your adjournment notice after question hour. Please don't do like this in the question hour and I am again making it clear that placards are not allowed. Please take note of it. I am also requesting you not to disturb the question hour. I don't have any notice of adjournment of question hour.

*...(Interruptions)...*

[English]

HON. SPEAKER: This is the Question Hour. Hon. Member, I would look into the matter raised by you.

*...(Interruptions)...*

HON. SPEAKER: I am again requesting you, please go to your seat.

*...(Interruptions)...*

HON. SPEAKER: Please do not disturb the Question Hour.

**11.08 hrs**

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

[Translation]

YOGI ADITYANATH: Madam, I was saying that Hon'ble Minister is an experienced Minister and a farmer by profession. Therefore, his sensitivity and seriousness towards the pain of farmers is welcome. Some State Governments give bonus along with minimum support price. The government of Madhya Pradesh is one of them. I would like to know from the Hon'ble Minister ...*(Interruptions)*...

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): Hon. Speaker, I would like to request that if any issue is raised with permission of Hon. Speaker, the Government is ready to give reply. We should also be aware of the question, issue or notice. But if you want to run the House like this, its ok. *[English]* we are ready to discuss every issue under the rules....*(Interruptions)* But, this is not the way....*(Interruptions)* Other Members are losing their opportunities, they should understand it....*(Interruptions)*

[Translation]

YOGI ADITYANATH: These people are anti-farmers and they are not letting others to ask questions on the important issues related to the farmers ...*(Interruptions)*... So, I want to tell the Hon. Minister that as the Madhya Pradesh Government benefits the farmers by providing bonus in Minimum Support Price, whether the Government of India is likely to make any provision to provide bonus for other agricultural produces also? ...*(Interruptions)*...

SHRI RADHA MOHAN SINGH: Madam Speaker, bonus is provided by the State Governments ...*(Interruptions)*... and our Food and Public Distribution Ministry looks after these issues ...*(Interruptions)*... It also has some role. I shall consult them in this regard ...*(Interruptions)*...

*[English]*

HON. SPEAKER: Shri K.C. Venugopal, do you want to ask a question? No.

...*(Interruptions)*

HON. SPEAKER: Shri Nagendra Kumar Pradhan.

...*(Interruptions)*

SHRI NAGENDRA KUMAR PRADHAN: Hon. Speaker, Madam, the MSP fixed by the Government of India recently is not adequate for the farmers of this country, especially the paddy-growing farmers of Odisha. Especially in my Sambalpur parliamentary constituency, thousands of agriculturists, who are depending on paddy production, are not getting the exact price. May I know from the hon. Minister, through you, whether any subsidized amount is to be fixed by the Government of India for the benefit of the agriculturists of my State as well as the agriculturists in the rest of the country?

[Translation]

SHRI RADHA MOHAN SINGH: Madam Speaker, there are guidelines for the Support Price we fix ...*(Interruptions)*... In the year 2009, a committee was constituted ...*(Interruptions)*... It had given its suggestions regarding production cost ...*(Interruptions)*... On that basis we recommend agriculture cost and price to the Commission ...*(Interruptions)*... We implement the price fixed by it. ...*(Interruptions)*... In many states, States Governments also provide subsidy ...*(Interruptions)*... In this regard, I would like to state that of the Government of Odisha also ...*(Interruptions)*... provides subsidy it will be a good thing ...*(Interruptions)*...

SHRI OM BIRLA: Madam Speaker, I want to know from the Minister, through you, that even after announcement of Minimum Support Price ...*(Interruptions)*... State Governments are authorized ...*(Interruptions)*... NAFED is authorized ...*(Interruptions)*... but crops are not purchased from the farmers on minimum support price in time ...*(Interruptions)*... due to which the farmers have to sell their produces at low cost ...*(Interruptions)*...

Madam Speaker, will the Hon. Minister be pleased to state whether the Union Government has formulated any action plan to reset the process of procurement before the announcement of MSP ...*(Interruptions)*... and to make arrangement for procurement of their produce ...*(Interruptions)*...

SHRI RADHA MOHAN SINGH: Madam Speaker, we fix support price for procurement of crops ...*(Interruptions)*... There is a separate agency for procurement of crops ...*(Interruptions)*... I shall discuss with that agency in this regard ...*(Interruptions)*...

[English]

HON. SPEAKER: Shri Adhir Ranjan Chowdhury, do you want to ask a question? No.

[Translation]

### Mega Tourist Parks/Circuits

\*102. SHRI JAGDAMBIKA PAL: Will the Minister of TOURISM be pleased to state:

(a) the details of mega tourist parks/circuits set up in the country along with their locations;

(b) the details of the amenities being provided in these parks/circuits;

(c) the details of funds allocated/released and utilised during the last one year, State/UT-wise;

(d) whether the Government also proposes to set up more such parks/circuits and if so, the details thereof along with the locations identified/sanctioned for the purpose, State/UT-wise including places associated with Lord Buddha; and

(e) the time by which the said tourist parks/circuits are likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) to (e) A Statement is laid on the Table of the House.

### Statement

(a) to (c) The Ministry of Tourism (MOT) does not have any specific scheme for setting up Mega Tourist Parks in the country. However, the Ministry of Tourism provides Central Financial Assistance (CFA) up to an amount of Rs. 50 crores, under Centrally Sponsored Scheme viz. Project Infrastructure Development for Destination and Circuits (PIDDC) for Mega Tourism Circuits to various State Governments and Union Territory Administrations prioritized in consultation with them, as per the Scheme Guidelines, inter-se priority and subject to availability of funds.

The State/UT wise list of Mega Tourism Circuits, including locations associated with Lord Buddha, sanctioned/identified, funds allocated, released and utilised till 2013-14 year is given at enclosed Annexure-I.

The details of admissible amenities/components under this scheme are given at enclosed Annexure-II.

(d) and (e) MOT does not have any scheme/proposal for setting up Tourism Parks. However, MOT provides annually Central Financial Assistance for setting up tourism projects including Mega tourism Circuits in consultation with State/UT Govt. The list of such Mega tourist Circuits prioritized for the year 2014-15 is given at enclosed Annexure-III.

The project timeline for completion of each such project is decided in consultation with the concerned State/UT Govt. at the time of sanction of the project, which generally does not exceed 36 months and varies from project to project.

### Annexure-I

#### List of Mega Circuits identified/sanctioned till 2013-14

(Rs. in lakh)

Sl. No.	State/UTs	Name of the Mega Project/Circuits	Year of Sanction	Amt. Sanctioned	Amt. Released	Amt. Utilised
1	2	3	4	5	6	7
1.	Andhra Pradesh	Tirupati Heritage Circuit	2008-09	4652.49	3722.00	3293.98
2.	- Do -	Kadapa Heritage Tourist Circuit	2008-09	3692.89	2954.31	2489.75

1	2	3	4	5	6	7
3.	- Do -	Development of Vishakhapatnam Bheemunipatnam Beach Corridor as a Mega Circuit	2012-13	4588.85	917.77	917.77
4.	- Do -	Development of Bhadrachalam-Papikindalu-Konaseema Mega Tourism Circuit in Andhra Pradesh	2013-14	4588.80	7.00	0.00
5.	Assam	National Park Mega Circuit covering Manas, Orang, Nameri, Kaziranga, Jorhat, Sibsagar & Majouli	2010-11	Identified		
6.	- Do -	(Mega Circuit) Development of Chirang-Barpeta-Nalbari-Guwahati-Morigaon-Nagaon-Sonitpur-Tawang Mega NE Circuit.	2013-14	Identified		
7.	Bihar	Bodhgaya-Rajgir-Nalanda-Circuit	2006-07	1922.42	961.21	961.21
8.	- Do -	Dev. of Mega Project in Rajgir-Rejuvenation of Pond and Dev. of Infrastructure & Tourism Amenities at Pandu Pokhar, Rajgir in Bihar	2013-14	4841.77	968.35	0.00
9.	- Do -	Development of Ghora Katora as Mega Circuit in Bihar	2013-14	4841.77	968.35	0.00
10.	Chhattisgarh	Jagdapur-Chitrakoot-Barsur-Dantewada-Tirathgarh Mega Circuit. Phase-I	2008-09	1133.82	566.91	566.91
11.	Delhi	Illumination of monuments-Circuit	2006-07	2375.09	1900.06	1900.06
12.	- Do -	Construction of Interpretation Center at Humayun's Tomb by Agra Khan Trust	2013-14	4944.84	988.97	0.00

1	2	3	4	5	6	7
13.	Goa	Integrated development of infrastructure for Heritage and Hinterland Tourism in Goa as Mega Project	2008-09	4309.91	2154.95	2154.95
14.	Gujarat	Dwarka-Nageshwar-Bet Dwarka Circuit	2008-09	798.90	394.95	394.95
15.	- Do -	Shuklatirth-Kabirvad-Mangleshwar-Angareshwar Circuit	2011-12	4650.97	2325.48	0.00
16.	Haryana	Panipat-Kurukshetra-Pinjore Circuit	Phase-I 2006-07	1630.03	1301.51	1301.51
17.	- Do -	- Do -	Phase-II 2008-09	1545.22	772.61	772.61
18.	Himachal Pradesh	Eco and Adventure Circuit (Kullu-Katrain-Manali)	2009-10	Identified		
19.	- Do -	Integrated Development of Kullu-Manali Mega Circuit	2013-14	3371.52	5.00	0.00
20.	Haryana and Himachal Pradesh	Panchkula-Yamunanagar (Haryana)-Ponta Sahib	2010-11	3253.06	1626.53	1626.53
21.	Jammu and Kashmir	Naagar Nagar Circuit (Watlab via Hazratbal, Tulmullah, Mansbal and Wullar Lake), Srinagar	2011-12	3814.56	1886.88	1886.87
22.	Jharkhand	Development of Ranchi Saraikela-Kharshwan-Purbi Singhbhum, Mega Circuit Phase I	2012-13	Phase-I- 3812.53	Phase-I- 1906.26	0.00
		Development of Ranchi Saraikela-Kharshwan-Purbi Singhbhum, Mega Circuit Phase-II Jharkhand Remaining Site	2012-13	Phase-II- 1073.10	Phase-II- 236.09	0.00
23.	Karnataka	Hampi Circuit	2008-09	3283.58	2626.86	2626.86
24.	- Do -	Development of Tourism Infrastructure at the World Heritage Site Pattadakal and Badami/Aihole in (Bagalkot District)	2011-12	Identified		

1	2	3	4	5	6	7
25.	Kerala	Muziris Heritage Circuit connecting historically and archaeologically important places of Kodungalloor	2010-11	4052.83	2836.99	2030.79
26.	- Do -	Development of Backwater Circuit in Alappuzha in Kerala	2012-13	4762.48	952.49	0.00
27.	Madhya Pradesh	Jabalpur as Mega Circuit	2012-13	4937.10	2468.55	2050.00
28.	- Do -	Bundelkhand comprising of Tikamgarh, Damoh, Sagar, Chhatarpur and Panna as Mega Circuit	2012-13	3600.00	720.00	720.00
29.	- Do -	Development of Mega Circuit-Ujjain	2012-13	4000.00	800.00	800.00
30.	- Do -	Development of Bhopal as a Mega Circuit in Madhya Pradesh	2013-14	4616.85	923.37	0.00
31.	Maharashtra	Vidarbha Heritage Circuit	2008-09	3738.19	2990.56	2990.56
32.	- Do -	Mahaur-Nanded Vishnupuri-Back Water Kandhar Fort as Mega Circuit	2010-11	4510.99	2547.32	2255.49
33.	- Do -	Development of Solapur Mega Circuit (Akkalkot-Pandharpur-Solapur-Tujapur) in Solapur District, Maharashtra	2012-13	4387.08	877.40	438.70
34.	- Do -	Development of Aurangabad Circuit in Maharashtra	2012-13	2343.20	468.64	468.64
35.	- Do -	Development of Bhandara-Gondiya-Nagpur Eco Tourism under Mega Circuit in Maharashtra	2013-14	4532.66	25.00	0.00
36.	Manipur	Development of Integrated Mega Tourist Circuit for Marjing Polo-Keina-Khebaching (Khogiom) in Manipur	2013-14	4751.61	950.32	0.00

1	2	3	4	5	6	7
37.	- Do -	Development of tourist resort at Sendra Hillock, Water Sports complex at Takmu and other tourism facilities in adjoining areas.	2013-14	4862.54	380.00	0.00
38.	Odisha	Bhubaneshwar-Puri-Chilka-Circuit Phase-I	2008-09	3022.80	1511.40	1519.60
39.	- Do -	Bhubaneshwar-Puri-Chilka-Circuit Phase-II	2013-14	1957.33	391.46	0.00
40.	Puducherry	Development of Puducherry as a Mega Tourism Circuit	2010-11	4511.00	2255.50	2255.50
41.	- Do -	Development of Recreational Park/Gardens and tourist amenities around Yanam Tower, Dev. of Oussudu lake and Arikamedu and Lighting of Heritage Monuments and Buildings	2013-14	4848.16	970.00	0.00
42.	Rajasthan	Desert Circuit (Jodhpur-Bikaner-Jaisalmer)	2010-11	Identified		
43.	Sikkim	Development of Mega Tourist Circuits linking Gangtok (entry)-Topakhani (Singtam)-Takaru-Ravongla-Tashiding-Khecheperi-Rimbi-Darap-Melli (Exit) in Sikkim	2013-14	5000.00	1000.00	0.00
44.	Tamil Nadu	Pilgrimage Heritage Circuit (Madurai-Rameshwaram-Kanyakumari)	2010-11	3647.95	2918.36	2918.36
45.	Tripura	Mega Lake Circuit including Mata Bari	2010-11	Identified		
46.	- Do -	Mega Project for development of Neer Mahal water palace	2013-14	Identified		

1	2	3	4	5	6	7
47.	Uttarakhand	Haridwar-Rishikesh-Munikireti-Circuit	2008-09	4452.22	3561.74	4452.22
48.	- Do -	Development of Nirmal Gangotri Eco-Tourism Circuit at Uttarkashi	2011-12	5000.00	2500.00	1750.77
49.	- Do -	Integrated Development of Mega Project at Tehri Lake	2013-14	3597.86	719.57	900.00
50.	Uttar Pradesh	Development of "Agra Mega Project-Circuit (Phase-I)" Construction of Interpretation/Shopping Center, Fatehpur Sikri	2003-04	2277.69	2277.69	2277.69
		i. Integrated development of Agra Revitalization and Visitors Management for Taj Mahal-East & West gate	2005-06			
		ii. Visitors Management at Taj Mahal	2006-07			
51.	- Do -	Varanasi-Sarnath-Ramnagar Circuit Phase-II	2008-09	1416.31	1133.05	1133.05
52.	- Do -	Development Agra Mega Circuit, Phase-II	2009-10	1976.44	1581.15	1581.15
53.	- Do -	Development of Mathura-Vrindavan as a Mega Tourist Circuit	2011-12	3178.66	1589.33	1589.33
54.	West Bengal	Ganga Heritage River Cruise Circuit	2008-09	2042.35	1021.18	1021.18
55.	- Do -	Kolkata Heritage and River-From Mega Tourism Project	2011-12	Identified	-	-
56.	- Do -	Dooars (Jalpaiguri District)	2012-13	4668.46	2334.23	0.00



**Annexure-II**

The details of major admissible amenities/components under Project Infrastructure Development for destination and circuits (PIDDC) Scheme

- i. Improvement of the surroundings of the destination. This would include activities like landscaping, development of parks, fencing, compound wall etc.
- ii. Illumination of the Tourist destination and the area around and SEL Shows etc.
- iii. Providing for improvement in solid waste management and sewerage management, Public Conveniences etc.
- iv. Improvement of road connectivity leading to the tourist sites, especially from the National Highways/State highways and other entry points.
- v. Construction of Wayside Public Conveniences
- vi. Construction of Budget Accommodation, Restaurant and Wayside Amenities including one time assistance for its air-conditioning and furnishings. This component will be supported only in selected places of Jammu and Kashmir and all North Eastern States, and Eco-tourism projects where private sector investment is not forthcoming or not possible.
- vii. Procurement of equipments directly related to tourism, like Water Sports, Adventure Sports, Eco-friendly modes of transport for moving within the Tourism Zone and equipments for cleaning of the tourist destination will be eligible for 25% grant.
- viii. Construction of public buildings which are required to be demolished because of implementation of the Master Plan.
- ix. Refurbishment of the Monuments.
- x. Signages and display boards showing Tourist Area Maps and documentation on places of interest at the locations.
- xi. Tourist Arrival Centres, Reception Centres, Interpretation Centres.

xii. Improvement of municipal services directly related to Tourism.

xiii. Other work/activities directly related to tourism.

**Annexure-III**

*The State/UT wise list of Mega tourist Circuits prioritized for the year 2014-15*

S. No.	State/UT	Name of Projects
1.	Andhra Pradesh	Warangal-Karimnagar under Mega Circuit
2.	Arunachal Pradesh	Nil
3.	Andaman and Nicobar	Nil
4.	Assam	Development of Chirang-Barpeta-Nalbari-Guwahati-Morigaon-Nagaon-Sonitpur-Tawang Mega NE Circuit.
5.	Bihar	Development of Nalanda-Telahara-Barabar Caves as a Mega Eco Tourism Circuit
6.	Chandigarh	Nil
7.	Chhattisgarh	Development of Sirpur-Kodar-Raipur-Tandula Mega Eco Tourist Circuit
8.	Dadra and Nagar Haveli	Nil
9.	Daman and Diu	Nil
10.	Delhi	Nil
11.	Goa	Candolim and Calangute Circuit Development
12.	Gujarat	Dwarka-Bet Dwarka-Gopitalav-Nageshwar-Phase II
13.	Haryana	Mega Circuit- Narnaul-Mahendragarh-Madhogarh
14.	Himachal Pradesh	Nil
15.	Jammu and Kashmir	Nil
16.	Jharkhand	Nil

S. No.	State/UT	Name of Projects
17.	Kerala	Vagamon-Thekkadi Mega Circuit Plan
18.	Karnataka	Development of Mega Cauvery Tourism Circuit
19.	Lakshadweep	Nil
20.	Maharashtra	Mega Circuit Nagpur-Chandrapur-Wardha
21.	Manipur	Providing of Tourism Infrastructure in and around Imphal City, Manipur
22.	Meghalaya	Nil
23.	Mizoram	Mega Project Eco-Tourism Thenjawal.
24.	Madhya Pradesh	Mega Circuit Development Project-Rewa
25.	Nagaland	Nil
26.	Odisha	Infrastructure Development at Puri, Shree Jagannath Dham (for Navakalebar-2015)-Ramachandi-Dhaulti
27.	Puducherry	Nil
28.	Punjab	Mega Circuit Amritsar-Dera Baba Nanak-Sultanpur Lodhi in Punjab
29.	Rajasthan	Mega Desert Circuit-Jaisalmer-Jodhpur-Bikaner-Sambhar-Pali-Mount Abu in Rajasthan
30.	Sikkim	Development of Mega Tourist Circuit Linking-Rangpo (Entry)-Rorathang-Rhenock-Rongli-Phadamchen-Zuluk-Kupuk-Baba Mandir-Sherathang-Gangtok-Kabi-Phodong-Labrang-Mangan-Toong-Chungthang-Lachen-Lachung-Gangtok(Exit).

S. No.	State/UT	Name of Projects
31.	Tamil Nadu	Development of Trichy-Thanjavur-Kumbhakonam-Mayiladuthurai Vaitheeswarankoil-Sirkazhi-Chidambaram-Virudhachalam-Thozhuthur, Mega Circuit.
32.	Tripura	Mega Project Development of Neer Mahal water palace.
33.	Uttar Pradesh	Nil
34.	Uttarakhand	Development of Lay by Areas Integrated with Gender Based Wayside Amenities and Parkings on Highway (Tehri, Rudraprayag, Chamoli, Uttarakashi, Dehradun, Pauri, Almora, Champawat, Nainital, Pithoragarh etc.) in Uttarakhand
35.	West Bengal	Digha-Udaypur-Shankarpur-Mandarmai-Tajpur-Janput

SHRI JAGDAMBIKA PAL: Madam Speaker, this is a very important question ...(*Interruptions*)... in continuation of the answers of my question ...(*Interruptions*)... I want to know from the Hon'ble Minister that in connection with the tourism policy in various places of the country ...(*Interruptions*) whether the Tourism Department of the Government of India has any proposal to set up parks and circuits ...(*Interruptions*)... Hon'ble Minister has said that there is no scheme to set up parks and circuits by Tourism Department ...(*Interruptions*)... But he accepted that they construct circuits at tourist places ...(*Interruptions*)... He has presented two lists of the year 2013-14 and 2014-15...(*Interruptions*) The Finance Minister of the new Government had mentioned all the Buddhist Circuits associated with Lord Buddha ...(*Interruptions*)... The Government will develop a Buddhist Circuit with the places associated with Buddha-Sarnth, Kushinagar, Piprahwa-Kapilvastu, the birth place of Gautam Buddha and Shravasti ...(*Interruptions*)... But in the reply given by the Hon'ble Minister ...(*Interruptions*)... there is no proposal for Uttar Pradesh ...(*Interruptions*)...

I want to know through you that on one hand the Government has a policy to develop Buddhist Circuit to link the places associated with Lord Buddha ...*(Interruptions)*... On the other hand, no project is proposed to link four important places in Uttar Pradesh - Piprahwa-Kapilvastu, Shravasti, Sarnath and Kushinagar ...*(Interruptions)*... What is the policy of the Government in this regard ...*(Interruptions)*...

SHRI SHRIPAD YESSO NAIK: Madam Speaker, the question asked by the Hon'ble Minister, has two aspects - one is that whether the Government intends to develop mega parks anywhere ...*(Interruptions)*... I would like to say that we do not have any scheme to develop mega parks so far ...*(Interruptions)*... As far as mega destination and circuit is concerned, we can prepare project in this regard ...*(Interruptions)*... Hon. Member of Parliament has asked about Buddhist places. We have earmarked three circuits. First circuit is called Dharm Yatra or Pavitra Paripath. It is a circuit of 5 or 6 days which includes one day visit of Lumbini in Nepal, Sarnath, Varanasi, Bodh, Gaya, Kushinagar and Piprahwa-Kapilvastu ...*(Interruptions)*... I want to give an assurance to the Hon. Member that we shall include one circuit in the five new circuits mentioned in this budget. ...*(Interruptions)*...

SHRI JAGDAMBIKA PAL: Madam Speaker, I am grateful to the Hon'ble Minister that he has given an assurance by adopting liberal attitude to include important places associated with Mahatma Buddha in mega circuit. The birth place of Gautam Buddha, Piprahwa, Kapilvastu has also been included in the mega circuit ...*(Interruptions)*... As far as I have understood the meaning of mega circuit ...*(Interruptions)*... you have given a reply that beautification work will be carried out at important locations in mega circuit. Besides, tourist centres, reception centres will be set up there ...*(Interruptions)*... Various facilities are provided to Buddhist pilgrims visiting the country from all over the world, particularly Japan, Indonesia, Thailand, Singapore, Bangkok, China, Malaysia and Sri Lanka. These pilgrims visit Varanasi, Sarnath and then go to Shravasti via Kushinagar, Gorakhpur which is the constituency of Yogi Adityanath ji, Piprahwa, Kapilvastu, Tulsipur, Devi Patan by road ...*(Interruptions)*... The question is whether the Government is likely to consider to construct any airport

there so as to provide air connectivity and road connectivity to the above mentioned circuit on the lines of Buddha Circuit?

SHRI SHRIPAD YESSO NAIK: Madam Speaker, when mega circuit is developed, all kinds of facilities are provided ...*(Interruptions)*... We have requested all the ministries, particularly Ministry of Civil Aviation to provide transport, air connectivity, road connectivity, rail connectivity at all Buddha destinations ...*(Interruptions)*... We have made a proposal to provide rail connectivity. Priority will be given to provide rail connectivity at these places ...*(Interruptions)*... I have requested the Ministry of Civil Aviation with regard to air connectivity ...*(Interruptions)*... when the proposal is finalized then we will decide about air connectivity ...*(Interruptions)*...

[English]

HON. SPEAKER: Next supplementary by Dr. Mriganka Mahato.

...*(Interruptions)*...

DR. MRIGANKA MAHATO: Respected Speaker Madam, I want to ask the hon. Minister of Tourism whether the Central Government has any plan to set up tourist circuit in the Jungle Mahal area of various States, particularly, West Bengal so that the tribal people living in those areas get a chance for their economic development, and Maoist activity in the forest areas could be reduced. ...*(Interruptions)*...

[Translation]

SHRI SHRIPAD YESSO NAIK: Madam Speaker, the hon'ble Member has asked a question in respect of the circuit. In first installment ...*(Interruptions)*... our party has declared 50 circuits in its manifesto and the Government has also declared 5 circuits ...*(Interruptions)*... The proposal will be reviewed after receiving the same from the State Governments ...*(Interruptions)*...

[English]

DR. BOORA NARSAIAH GOUD: Respected Madam, I was just going through the written answer given by the hon. Minister. It has been stated in the written reply that there is no specific allocation of Tourist Parks for Telangana.

As you know pretty well, Madam, religious tourism generates the highest income for India. We are getting a lot of foreign exchange by way of religious tourism.

Our State was recently formed on 2nd of June, but there is no mention of setting up of 'Tourist Parks' under the head 'Telangana'. The State of Telangana has got a lot of religious sites, heritage sites, like in Warangal, Hyderabad, Bhuvanagiri, Jain Mandir and various forts that are there, which could be a good source for generating revenue, both for the State and the Central Governments.

I would request the Minister to take note of it. Telangana should not be clubbed with Andhra Pradesh. As of now, Telangana has been shown under a common head, that is, 'Andhra Pradesh and Telangana'. Kindly allocate tourist circuits for the State of Telangana separately and with a special emphasis. The figures reveal that almost Rs. 4,000 lakh to Rs. 5,000 lakh has been allocated only for Tirupati, Kadapa and Konaseema areas, which I welcome. However, I would request the hon. Minister to make separate allocations for the State of Telangana as otherwise we will be at a loss.  
...(Interruptions)...

HON. SPEAKER: Mr. Minister, the hon. Home Minister, Shri Rajnath Singh, wants to say something.

**11.22 hrs**

**RE: INDIAN JOURNALIST'S VISIT TO PAKISTAN AND MEETING THE WANTED TERRORIST**

HON. SPEAKER: Do you want to hear what Shri Rajnath Singh wants to say? The Home Minister is on his feet.

...(Interruptions)...

HON. SPEAKER: But this should not be treated as a precedent. The Home Minister is saying something.  
[Translation] Please don't make it a precedent.

...(Interruptions)

[English]

HON. SPEAKER: Please go back to your seats. This is not the way.

...(Interruptions)...

**11.23 hrs**

*At this stage, Shri Ninong Ering and some other hon. Members went back to their seats.*

...(Interruptions)...

HON. SPEAKER: Prof. Saugata Roy, you are not permitted to speak. Nothing is going on record, except what Shri Rajnath Singh wants to say.

...(Interruptions)...

HON. SPEAKER: This is not the way, I am sorry.  
[Translation] All of you please maintain silence, only then I will allow you to raise your point. This is not the way. It is my humble request that don't take it for granted.

...(Interruptions)...

[English]

HON. SPEAKER: This is not the way. Prof. Saugata Roy, whatever you are saying is not going on record.

...(Interruptions)...

HON. SPEAKER: The hon. Home Minister wants to say something.

...(Interruptions)...

[Translation]

HON. SPEAKER: Kharge Ji, I would like to share with you also. First and foremost, you have rules for years together. About suspension of question hour, it has been said that it doesn't attract any rule.

...(Interruptions)

HON. SPEAKER: Saugat Raiji, you are fully aware of it. You are much more familiar with the convention, then why are you saying this? Of course, you had given a notice to suspend question hour, but Khargeji had not given any notice. Nonetheless, such issues are always raised. The Question Hour is for you. If you don't want Minister's reply, just don't ask the question. You may drop the question hour, I have no objection to it. Having said that what you are trying to put across, I had told you to raise this matter during Zero Hour. Besides, the Minister of Parliamentary Affairs had also said that they are ready for talks. I had asked to raise it after the

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\* Not recorded

Question Hour is over. This I said twice. You could have held your horses but you chose not to stop. My only submission is that it should not be a routine affair. Now, the Hon'ble Minister of Home Affairs wants to speak. Please listen to him.

SHRI MALLIKARJUN KHARGE (Gulbarga): Madam Speaker, I want to tell you one thing. I had raised this issue yesterday. You had permitted me to speak in Zero Hour. Venugopalji had spoken on it. We wanted its response this morning. Yet again, the issue was raised in the evening also. At that time, you were not here. Naidu Sahab was present here. Not once or twice but I requested him five times to at least evince his little bit of indulgence in the matter that was stated at seven o'clock. I was sitting here till 8.30. Even at that time, I submitted that since something had been said on this issue in the Rajya Sabha, you ought to speak on it. The Minister of Parliamentary Affairs, Shri Naidu Sahb is maintaining silence. He said, "You keep on speaking, I will keep on listening". He said, "Ours is do brute majority ...*(Interruptions)* No matter what you say, we shall keep on listening and won't react" ...*(Interruptions)*... That is why, I want a response ...*(Interruptions)*... This should not be the case that we didn't raise this issue ...*(Interruptions)*... This issue was raised yesterday, not just once but twice. We wanted its reply. Even today, we want a response thereto ...*(Interruptions)*...

HON. SPEAKER: I had also said that I will give an opportunity after the Question Hour is over. It was acceptable to them also. I had said, "After the Question Hour". There is no issue. If you want the Hon'ble Minister of Home Affairs is ready to make a statement. *[English]* Yes Mr. Home Minister, Please speak.

...*(Interruptions)*...

*[Translation]*

THE MINISTER OF HOME AFFAIRS (SHRI RAJNATH SINGH): Madam Speaker, as has been stated by our Hon'ble Minister of Parliamentary Affairs, all the Hon'ble Ministers are very much conversant with the fact that a healthy tradition of parliamentary procedure exists in our Parliament. Hon'ble Member Shri Kharge Sahb said that the issue has been raised yesterday during Zero Hour. Whenever we receive direction from the Chair response must be put forward by the Government. The

Government should come up with a clarification or should at least inform the House of the facts. As and when there comes a direction at your end, we shall surely inform the House having decided an appropriate time in the wake of discussion. I want to assure the entire House ...*(Interruptions)*...

HON. SPEAKER: I said that I will give you an opportunity after the Question Hour.

...*(Interruptions)*...

HON. SPEAKER: Let the Question Hour be conducted, after that he will reply.

...*(Interruptions)*...

HON. SPEAKER: You may raise it after Question Hour, during Zero Hour.

...*(Interruptions)*...

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): I am not in favour of suspending Question Hour and am ready to allow discussion on the subject ...*(Interruptions)*... You allow us and we shall discuss after Question Hour ...*(Interruptions)* I shall convey to the Minister concerned, he will come and give his reply ...*(Interruptions)*... However, it is not fair to level allegations on the Government by raising the issue and compelling the Government to give instant reply....*(Interruptions)* It has nothing to do with the Government ...*(Interruptions)*... You should not level allegations unnecessarily ...*(Interruptions)*... It has nothing to do with the Government ...*(Interruptions)*... please don't make unfounded allegations ...*(Interruptions)*... It is not fair to name the Party or even Government for that matter ...*(Interruptions)*... We too are responsible persons ...*(Interruptions)*... So, therefore, you better wait. In case Madam Speaker allows, we shall definitely respond ...*(Interruptions)*... please let the Question Hour continue ...*(Interruptions)*...

HON. SPEAKER: If you wish to hear, listen to me.

...*(Interruptions)*...

11.28 hrs

ORAL ANSWERS TO QUESTIONS - Contd....

*[English]*

HON. SPEAKER: There will be no suspension of Question Hour. I am sorry.

...(Interruptions)...

*[Translation]*

HON. SPEAKER: You should not cross me again and again, this is not good. No, I am sorry.

...(Interruptions)...

HON. SPEAKER: I will not say anything at all and run the House without saying anything. The question is not of the time.

...(Interruptions)...

HON. SPEAKER: I have requested you to raise this issue after Question Hour and laying of papers. However, if the Government has to say something on this matter it can.

...(Interruptions)...

*[English]*

HON. SPEAKER: But after Question Hour, I will allow.

...(Interruptions)...

*[Translation]*

HON. SPEAKER: But not now, not during Question Hour. I do not want to set a precedent. I am sorry. I am saying that please raise it after Question Hour.

...(Interruptions)...

SHRI JYOTIRADITYA M. SCINDIA: Shri Rajnath Singh Ji has requested to wait for your permission ...*(Interruptions)*... Madam Speaker, I have a point of order.

*[English]*

HON. SPEAKER: Under which rule.

...(Interruptions)...

*[Translation]*

HON. SPEAKER: There is no point of order at the time of Question Hour.

...(Interruptions)...

HON. SPEAKER: I am giving order. *[English]* Yes Mr. Minister, Please reply.

*[Translation]*

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): I would like to refer to the question asked by the Hon'ble Member of Telangana. I would like to assure him that two places of his State, namely Warangal and Karimnagar, have been prioritized for mega circuit ...*(Interruptions)*... if he wishes to add some places instead of this, he should send a proposal in this regard and we will examine it ...*(Interruptions)*...

DR. RAMESH POKHRIYAL NISHANK (Haridwar): Madam Speaker, Uttarakhand, which is called the heaven on earth, is a sought after visiting place for all the people across the country and the world. I want to ask the Minister about the policy and scheme formulated by the Government to make it possible for the people of the country and the world to visit Uttarakhand, the heaven on the earth. Whether the Government has formulated any scheme to develop mega circuit for developing snow, water and adventurous tourism.

SHRI SHRIPAD YESSO NAIK: Madam, I would like to tell the Member regarding the question asked by him about Uttarakhand that we do not make any proposal directly. The proposals received from the State Governments are examined and prioritized and then we approve the proposals. So, keeping in mind the condition of Uttarakhand, if any proposal comes from the State Government in this regard, we will definitely consider it.

*[English]*

HON. SPEAKER: Q. No. 103, Shri Shanavas.

...(Interruptions)...

HON. SPEAKER: He is not asking. Mr. Minister to reply.

### Promotion of Hindi

\*103. SHRI M.I. SHANAVAS: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of funds allocated and utilised for the development and promotion of Hindi, by the Department of Official Language, during each of the last two years;

(b) whether the Government has issued any instructions for promotion and development of Hindi in Central Government Ministries/Departments including banks;

(c) if so, the details thereof along with the other steps taken for the development of Hindi and the outcome thereof; and

(d) the details of awards/incentives being provided to employees who perform their official work in Hindi?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RIJIJU): (a) to (d) A Statement is laid on the Table of the House.

**Statement**

(a) The Mandate of the Department of Official Language is related to the progressive use of Hindi in Central Government Offices. The funds allocated and utilized by the Department during each of the last two years are as follows:-

Year	Fund allocated (in crore Rs.)	Fund utilized (in crore Rs.)
2012-13	44.61	40.94
2013-14	44.54	43.19

(b) Yes, Madam.

(c) In compliance of Official Language Act 1963 and Official Language Rule, 1976 an Annual Programme for progressive use of Hindi in official work of Central Government Ministries/Departments including nationalized banks is prepared and for its implementation instructions are issued from time to time. In Annual Programme the targets are fixed for Central Government offices as per their language regions. Annexure-I containing details of targets for the year 2014-15 is enclosed.

**Annexure-I**

*The details of targets for the year 2014-15 are as follows:*

Annual Programme for 2014-15 for use of Hindi

S. No.	Details of Works	'A' Region	'B' Region	'C' Region
1.	Originating Correspondence in Hindi (including Telegram, Wireless, Telex, Fax, E-mail etc.	1. From A to A 100% 2. From A to A 100%	1. From B to A 90% 2. From B to A 90%	1. From C to A 55% 2. From C to A 55%

The other steps taken by the Department for increasing the progressive use of Hindi are as follows:

- (i) The Official Language Policy is based on motivation and encouragement. The Department organizes Regional Official Language Conferences and Hindi Diwas celebrations. The awards are given to the Central Governments Ministries/Departments and other offices for their outstanding achievements regarding the use of Hindi.
- (ii) The department provides training in the field of Hindi language, typing, stenography and use of computers for work in Hindi.
- (iii) Central Translation Bureau translates Codes, Manual and Procedural Literature.
- (iv) The Department has also taken initiatives for development of IT tools for use of Hindi.
- (v) Official Language Implementation Committees have been formed at departments and offices level to review the achievements of the targets of the Annual Programme.
- (vi) 342 Town Official Language Implementation Committees have been formed for the coordination and review of the achievements of the targets of the Annual Programme.

As a result of these efforts the uses of Hindi has become easy and its use by Central Government Ministries/ Departments/ Offices/ PSUs/ Banks is progressing.

(d) Annexure-II containing details of awards/ incentives being provided to the employees who perform their official work in Hindi is enclosed.

S. No.	Details of Works	'A' Region	'B' Region	'C' Region
		3. From A to C 65%	3. From B to C 55%	3. From C to C 55%
		4. From Region A to Offices/Individuals 100% in States/UTs of A & B region	4. From Region B to Offices/individuals 100% in States/UTs of A & B region	4. From Region C to Offices/ 85% Individuals in States/UTs of A & B region
2.	Letters received in Hindi to be answered in Hindi	100%	100%	100%
3.	Noting in Hindi	75%	50%	30%
4.	Recruitment of Hindi Typists & Stenographers	80%	70%	40%
5.	Dictation in Hindi/Direct Typing on Key-Board (self or by the Asstt.)	65%	55%	30%
6.	Hindi Training (Language, Typing/ Stenography)	100%	100%	100%
7.	Preparation of Bilingual Training Material	100%	100%	100%
8.	Expenditure for the purchase of Hindi books etc., including digital matters i.e., Hindi e-books, CD/DVD, Pen Drive including amount incurred on Translation in Hindi from English and Regional Languages. Out of the total Library grant, excluding journals and standard reference books	50%	50%	50%

The details of the three regions 'A', 'B' and 'C' as per Official Language Rules, 1976 are as follows: -

Region	States/Union Territories falling in the Region
A	States of Bihar, Chhattisgarh, Haryana, Himachal Pradesh, Jharkhand, Madhya Pradesh, Rajasthan, Uttar Pradesh, Uttarakhand, National Capital Territory of Delhi and Andaman and Nicobar Islands Union Territory
B	States of Gujarat, Maharashtra and Punjab and Union Territories of Chandigarh, Daman and Diu and Dadra and Nagar Haveli
C	All other States not included in the A and B Regions or Union Territories

  

9.	Purchase of all electronic equipments, including computers in bilingual form.	100%	100%	100%
10.	Website	100% (bilingual)	100% (bilingual)	100% (bilingual)
11.	Citizen Charter and display of Public interface information Board	100% (bilingual)	100% (bilingual)	100% (bilingual)



S. No.	Details of Works	'A' Region	'B' Region	'C' Region
12.	(i) Inspection by Ministries/ Departments/Offices of their offices located outside their Headquarters & by the officers (DS/Dir/JS) of DOL (% if Offices)	25% (minimum)	25% (minimum)	25% (minimum)
	(ii) Inspections of sections at Headquarters	25% (minimum)	25% (minimum)	25% (minimum)
	(iii) Joint inspections by the officers concerned & those of the Deptt. of Official Language of Foreign based Undertakings/Offices etc. owned or controlled by the Central Government.		At least one inspection in a year	
13.	Meetings regarding Official Language			
	(A) Hindi Salahakar Samiti	02 meetings in a year (minimum)		
	(B) Town Official Language Implementation Committee.	02 meetings in a year (One meeting every 6 months)		
	(C) Official Language Implementation Committee.	04 meetings in a year (One meeting every quarter)		
14.	Translation of Codes, Manuals, Forms, Procedural literature.	100%		
15.	Sections of the Ministries/ Departments/offices/Banks/ Undertakings where work to be done in Hindi	A-Region 40%	B-Region 30%	C-Region 20%
		(Minimum Section)		
		40% in 'A' Region, 25% in 'B' Region and 15% in 'C' Region work may be done in Hindi for those Public Sector Undertakings/Corporations where there is no concept of section.		

### **Annexure – II**

*The Details of Awards/Incentives being Provided to the Employees who Perform their Official Work in Hindi are as follows:*

#### 1. Awards for writing books/articles

S. No.	Name of Scheme	Amount of Cash award (Rs. in lakh)		
(i)	Indira Gandhi Awards for writing original books in Hindi (only for Central Government Officials)	First	(one)	0.60
		Second	(one)	0.45
		Third	(one)	0.30
		Consolation	(one)	0.15

S. No.	Name of Scheme	Amount of Cash award (Rs. in lakh)	
(ii)	Rajiv Gandhi Award for writing original books in Hindi on Science (for Central Government Officials and General Public)	First	(one) 2.00
		Second	(one) 1.25
		Third	(one) 0.75
		Consolation (ten)	0.10
(iii)	Scheme for writing best articles published in Govt. Magazines by Central Government officials. (only for Central Government Officials)	Hindi speaking	
		First	(one) 0.20
		Second	(one) 0.18
		Third	(one) 0.15
		Non-Hindi Speaking	
		First	(one) 0.25
	Second	(one) 0.22	
	Third	(one) 0.20	

2. Apart from that officials of the Central Government Ministries/Department/Attached and Subordinate offices/PSUs/Banks etc. are encouraged to do their official work in Hindi through following schemes:-

I. Grant of Hindi Incentive Allowance to Stenographers and Typists for doing their official work in Hindi in addition to English.

For Stenographers - Rs. 240/- per month

For Typists - Rs. 160/- per month

II. Incentive Scheme for doing official work in Hindi (Noting and Drafting) and Dictation in Hindi by Officers.

a. For each Central Government Ministry/ Department/Attached offices for Noting/ Drafting in Hindi.

First Prize (Two) - Rs. 2000/- (each)

Second Prize (Three) - Rs. 1200/- (each)

Third Prize (Five) - Rs. 600/- (each)

b. For each Subordinate office of any Department of the Government of India

First Prize (Two) - Rs. 1600/- (each)

Second Prize (Three) - Rs. 800/- (each)

Third Prize (Five) - Rs. 600/- (each)

c. Incentive Scheme for officers for giving Dictation in Hindi

Cash Prize - Rs. 2000/-

III. Lump-sum cash award scheme for Central Government officials on passing Hindi Language/ (Hindi Typing) Hindi Stenography exams conducted by the Central Hindi Training Institute.

S. No.	Hindi Language Exam	Amount of Cash Prize
1	2	3
i. (a) Prabodh		
1.	On obtaining 70% or more marks	Rs. 1600/-
2.	On obtaining marks between 60% to 70%	Rs. 800/-
3.	On obtaining marks between 55% to 60%	Rs. 400/-
(b) Praveen		
1.	On obtaining 70% or more marks	Rs. 1800/-
2.	On obtaining marks between 60% to 70%	Rs. 1200/-
3.	On obtaining marks between 55% to 60%	Rs. 600/-
(c) Pragya		
1.	On obtaining 70% or more marks	Rs. 2400/-
2.	On obtaining marks between 60% to 70%	Rs. 1600/-

1	2	3
	3. On obtaining marks between 55% to 60%	Rs. 800/-
ii.	(a) Hindi typing	
	1. On obtaining 97% or more marks	Rs. 2400/-
	2. On obtaining marks between 95% to 97%	Rs. 1600/-
	3. On obtaining marks between 90% to 95%	Rs. 800/-
	(b) Hindi stenography	
	1. On obtaining 95% or more marks	Rs. 2400/-
	2. On obtaining marks between 92% to 95%	Rs. 1600/-
	3. On obtaining marks between 88% to 92%	Rs. 800/-
iii.	Hindi Language, Hindi Typing and Hindi Stenography exams by self-efforts	
	1. Prabodh	Rs. 1600/-
	2. Praveen	Rs. 1500/-
	3. Pragya	Rs. 2400/-
	4. Hindi typing	Rs. 1600/-
	5. Hindi stenography	Rs. 3000/-

3. Details of steps taken by the Government regarding promotion of Hindi as the official Language for Governmental correspondence in Central Government institutions including banks are as following:

- i. Indira Gandhi Rajbhasha Shield for Central Government Ministries/Departments.
- ii. Indira Gandhi Rajbhasha Shield for nationalized banks and other financial institutions.
- iii. Indira Gandhi Rajbhasha Shield for PSUs of the Government of India.

iv. Indira Gandhi Rajbhasha Shield for Town Official Language Implementation Committees

v. Indira Gandhi Rajbhasha Shield for Boards, Autonomous bodies, Trust, Societies etc.

vi. House Magazine Rajbhasha Shield for Magazines published the Central Government Ministries/ Departments.

The awards mentioned in para-1 and para-3 above are given on 14th September on the occasion of Hindi Diwas Celebration.

[Translation]

DR. MURLI MANOHAR JOSHI: Madam Speaker, this is a very important question. I have thoroughly examined all its answers, but as a result of all the schemes mentioned in it, the number of students qualifying Central Civil Services Examination with Hindi Medium as their choice has gone down to 2 per cent. In this way, all the schemes for promotion of Hindi and its use as official language, are providing futile because the examination pattern started by the Union Public Service Commission will result in the extinction not only of Hindi but of other languages such as Telugu, Kannada and Tamil also and officials works of the Union Government will be done in English language only.

**11.32 hrs**

*At this stage, Shri Ravneet Singh and some other hon. Members came and stood on the floor near the Table.*

I have also seen that there is a scheme in which the officers who give dictation in Hindi, will be awarded. When the officer himself does not know Hindi, who will give dictation and who will be given the award? What is the need of Steno? What is mentioned in this is only a paper work. Mr. Home Minister, you should know that today a large number of students are protesting this decision because it is injustice to them. It is injustice to Hindi and other Indian languages also. Along with it, the injustice happening with Hindi as well as all other Indian languages because of the scheme of examination prepared by UPSC, should be resolved. I would like to know whether the Home Minister will hold a serious discussion with UPSC on this matter and make improvement in the scheme of examination? Will you make arrangement for holding examination and interview

in Hindi and other Indian languages because it has also come to the notice that if any Hindi-speaking examinee qualifies the written examination anyhow, he becomes uncomfortable in answering the questions which are asked in English in the interview. On one hand, there are schemes formulated by you and the Official Language Act for promoting Official Language give us mandate in this regard, on the other hand, such type of consequence is happening, I want that you should also publish a detailed white paper on this matter and take a decision in this regard at the earliest. Examination pattern of Union Public Service Commission should be revised and proper arrangement should be made for promotion of Hindi and other Indian languages. I would say that there is a need to execute the above change in the current year itself in a time bound manner. What is the Government's view in this regard?...*(Interruptions)*...

SHRI KIREN RJIJU: Madam Speaker, the said issue requires detailed answer, but I would like to say in respect of the question that the Government of India issue directions to all departments and organizations under it for development of Hindi from time to time ...*(Interruptions)*... The Union Government is not solely responsible for development of Hindi but contribution of all category 'A' states is necessary. If hon'ble Minister requires any specific information then he may ask it in writing ...*(Interruptions)*...

*[English]*

HON. SPEAKER: Shri Joshi, please let the Minister answer your question.

...*(Interruptions)*...

HON. SPEAKER: Mr. Minister, answer the question of Shri Joshi only, nothing else.

...*(Interruptions)*...

*[Translation]*

SHRI KIREN RJIJU: We are following the system as stipulated in the Constitution. Hence, there is no need to elaborate in this regard.

SHRI RAMESH BAIS (Raipur): Madam Speaker, it is quite surprising that the original question asked by hon'ble Member Shahnawaz ji, wherein he has raised concern about Hindi, is in English. When the country became independent, the Constitution was drafted where

a provision was made that Hindi shall be the official language of the country and English language would continue in addition to Hindi for ten years and Hindi will be enforced as official language across the country gradually. Even after 65 years of independence, English is flourishing at the cost of Hindi. When we visit banks there we notice a sticker wherein it is stated that 'we accept cheque in Hindi'. Similarly sticker is put up in Post Offices that 'we accept telegrams in Hindi'. You can understand the status of Hindi in India in view of the examples cited above. Sometimes, I feel that I am in a foreign country. There is no country in the world where committee on official language is constituted to establish its own national language. Till date, certain government employees are provided incentives for promotion of Hindi and Hindi 'Pakhwada' is celebrated once a year. I would like to ask the Hon'ble Minister as to how many years it would take to establish Hindi across the country ...*(Interruptions)*...

THE MINISTER OF HOME AFFAIRS (SHRI RAJNATH SINGH): Madam Speaker, we all accept that Sanskrit is mother of all languages in the country ...*(Interruptions)*... Not only Indians, but people in England and Ireland have accepted the fact that Sanskrit is the only language which has multidimensional orthography. Such sentiment is gaining ground all over the world ...*(Interruptions)*... It is quite easy for a person, who learns Sanskrit, to learn and speak any language. Various countries have accepted the said fact and made efforts at their level ...*(Interruptions)*... As far as significance of Hindi is concerned, there is no reason to lower its significance. Significance of Hindi is ever increasing ...*(Interruptions)*... Our Government is ready to make all out effort to promote Hindi as well as all regional languages.

SHRI KAUSHALENDRA KUMAR (Nalanda): Hon'ble Speaker Madam, I would like to thank you for allowing me to speak on this occasion. Hon'ble Joshi Ji has submitted that Union Public Service Commission (UPSC) is conducting examination in English due to which candidates are staging protest and sit-in in Delhi. Hon'ble Minister is present here and he had declared during election that his party would end compulsion of English, if it came to power, and all languages, be it Hindi or Kannada would be recognized. With this, I conclude my speech.

SHRI KIREN RIJIJU: Madam, in 1968, the Parliament had passed a resolution that the programmes will be formulated for development and promotion of all 22 languages including under the Eight Schedule. As far as development of Hindi is concerned, guidelines are being issued by the Union Government from time to time and the Government will continue to promote Hindi.

[English]

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

11.41 hrs

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

#### WRITTEN ANSWERS TO QUESTIONS

[English]

##### Shortage of Storage Facilities

\*104. SHRI ADHIR RANJAN CHOWDHURY:

SHRI SULTAN AHMED:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether there are reports of damage, theft and diversion of foodgrains and if so, the details thereof indicating the quantum of foodgrains lost along with the action taken in the matter during each of the last three years and the current year, agency-wise;

(b) whether there is shortage of modern scientific godowns to store the foodgrains including lack of a monitoring system for storage and lifting of foodgrains;

(c) if so, the details thereof indicating the requirement and availability of storage space along with the steps taken for setting up of modern scientific godowns and a monitoring mechanism for the said purpose, agency-wise; and

(d) whether the Government proposes to encourage the Public Private Partnership (PPP) mode for construction of godowns in the States, if so, the details thereof and the action taken thereon?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAMVILAS PASWAN): (a) State wise quantity of foodgrains (accrued as damaged/non-issuable in storage during last three years) and current year in Food Corporation of India (FCI) and action taken is given in the enclosed Statement – I. Details of the theft/pilferage cases in FCI and action taken is given in the enclosed Statement – II.

(b) No, Madam.

(c) Does not arise.

(d) The Government is developing godown capacity in Public Private Partnership (PPP) Mode under the ongoing Private Entrepreneurs Guarantee (PEG) scheme. Under the scheme, the Food Corporation of India (FCI) gives guarantee of ten years of assured hiring to private entrepreneurs. A total capacity of 120.30 lakh tons has been completed under the scheme including 91.77 lakh tons by private investors as on 30.6.2014.

#### Statement – I

*Region Wise Details of the Foodgrain Accrued as Damaged / Non-Issuable in FCI During Last Three Years and Current Year and Action Taken Against the Officers /Officials.*

(A) Details of Damaged Foodgrains Accrued:

(Figures in tons)

S. No.	Region	2011-12	2012-13	2013-14	2014-15 (As on 1.6.2014)
1.	Bihar	0	997.61	3909.408	690
2.	Jharkhand	29	3.43	622.092	0

S. No.	Region	2011-12	2012-13	2013-14	2014-15 (As on 1.6.2014)
3.	Odisha	36	1	1084.79	0
4.	West Bengal	477	45	12539.85	81.01
5.	Assam	442	51.54	180.738	0
6.	North East Frontier(NEF)	0	195	1827.768	0
7.	Arunachal Pradesh	0	0	3.3	0
8.	Nagaland and Manipur	0	0	32.258	0
9.	Delhi	10.9	39.86	34.328	0
10.	Haryana	0	148.04	0	0
11.	Jammu and Kashmir	0	0	0	0
12.	Punjab		123	72.631	37.425
13.	Rajasthan	30	120.83	13.019	0
14.	Uttar Pradesh	258	18.3	1109.572	0
15.	Uttarakhand	72	221	90.021	3.339
16.	Andhra Pradesh	4.33	24.72	475.509	49.747
17.	Kerala	200	0	355	0
18.	Karnataka	0	141.77	45.636	692.431
19.	Tamil Nadu	29	749.66	293.786	108.854
20.	Gujarat	226	195	443.958	81.765
21.	Maharashtra	1473	61	1234.1	0
22.	Madhya Pradesh	0	3.02	76.942	0
23.	Chhattisgarh	13.78	8.98	250.749	0
Total		3338.01	3148.76	24695.455	1744.571

## (b) Action taken against delinquent officers/officials

*Action Taken Against the Officers/Officials of FCI Responsible for Damage to Foodgrains During Last Three Years and Current Year is as Under:*

Year	Number of persons against whom action taken
2011-12	19
2012-13	15
2013-14	50
2014-15 (upto May'14)	05

**Statement – II***The Details of Theft/Pilferage Cases in FCI.*

Cases during 2011-12					
S. No.	Name of the Depot	Date of occurrence	Nature of loss Commodity/Quantity	Amount involved (Rs.)	Action taken
1	2	3	4	5	6
1	Buffer Complex Patiala	17.5.2011	Theft of 10 bags of wheat (5Qtl)	7000	Case has been closed (amount of Rs.13781/= as final payment has been recovered from Punjab Home guards bill.
2.	FSD Roja, ShahjhanPur	2/3.11.2010 & 7/8.11.2010	Theft of 195 katta of Wheat & Rice 97.50Qtl.	2,88,075	The case was reported on 21.09.2011 and Rs. 2,51,475/ has been recovered from Security Agency.
3.	Cap Alwar	24.11.2011	42 Katta (21.00 Qtl.)	57,036.34	Recovery has been done and the food grain has been deposited in the Godwon.
4.	Distt Office, Udaipur Cap, (Jai gurudev) Banswara	3.01.2012	Theft of 35 Katta of wheat (17.65 Qtl.)	24,180	FIR Lodged with PS Banswara and Departmental inquiry is under process.
Total			141.15 Qtl. (14.01 MT)	3,76,291.34	Amount recovered Rs. 2,51,475/-
Cases during 2012-13					
1.	FSD, Dhamaura (U.P.)	14.08.2012	Theft of 160 Katta (80 qtls.) of wheat.	1,52,800	FIR has been lodged against 06 Home guards with the Police Station Shahjad Nagar on 15.8.2012 and matter under investigation.
2.	Mandi Yard Ravla D.O. Sriganganagar (Raj.)	28.9.12	Theft of 2 katta of wheat		Two home guards caught with two katas of wheat for which FIR against home guards has been lodged on 29.9.2012
Total			8.1 MT	1,52,800	

## Cases during 2013-14

1	2	3	4	5	6
1.	FSD, Itarsi (DO Bhopal)	09.05.2013	Theft of 27 qtls. of wheat.	42390.00	Matter under investigation. Theft 60 bags recovered out of 114 bags nearby depot and only 54 SBT gunnies(empty) recovered.
2.	FSD, Itarsi (DO Bhopal)	09.06.2013	Theft of 68 bags of wheat (34 qtls)	53380.00	Under investigation. FIR was not filed by police till date.
3.	FSD, Adra	30.05.2013	Theft of 132 bags of rice (62.98 qtls)	185808.00	Under investigation.
4.	ARDC, Kartarpur	7/8.5.2013	Theft of 160 bags wheat (SOQtls.)	170000	Amount recovered from the Home guards bills.
5.	Atwal open plint, Kartarpur	31.8.2013	Theft of 71 kattas wheat (35.50 qtls.)	75438	Amount recovered.
6.	BG Malout	9/10.7.2013	Theft of 42 kattaswheat(21 qtls.)	44625	Amount recovered.
7.	HG Jaitu	11/12.8.2013	Theft of 78 bags wheat (39Qtls.)	82875	Amount Recovered.
8.	FSD Balachaur Open plinth	8.8.2013	Theft of 109 bags wheat (54.50 qtls.)	109557	Amount recovered.
9.	BG Malout, Open complex	1/2-10-2013	Theft of 14 kattas of rice (7.0 Oqtls)	19257	Amount recovered.
10.	BG Malout, Open complex	-	Theft of 22 kattas wheat (11.00Qtls.)	22375	Amount recovered.
11.	BG Malout, Open complex	31.10.13/ 01.11.2013	Theft of 25 kattas wheat (12.05 (qtls.)	26563	Amount recovered.
12.	Buffer Complex, Patiala	20.11.2013	26 wheat bags and 1 rice bags. (13.50 Qtl.)	28500	Amount recovered.
Total			397.53 Qtl.	860768	Rs. 579190/- recovered
			(39.75 MTs)		



[*Translation*]

### **Skill Development for Youths**

\*105. SHRI A.T. NANA PATIL: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has formulated any scheme for skill development of youths especially those belonging to the Below Poverty Line category in the country and if so, the details thereof;

(b) the training programmes organized so far under the scheme and the number of persons/youths trained, State/U.T-wise;

(c) whether the Government proposes to set up Skill Development Centres across the country;

(d) if so, the details thereof, location and State/UT-wise; and

(e) the time by which these Centres are likely to start functioning?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) to (e) The related information is being collected. It will be placed before the House in due course.

[*English*]

### **Allocation of Foodgrains to BPL Families**

\*106. SHRI KRISTAPPA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the quantity of foodgrains being supplied to the Below Poverty Line (BPL) families is as per their entitlements in all the States/regions of the country;

(b) if so, the details thereof and if not, the reasons therefor indicating the entitlement, allocation and actual distribution of foodgrains during each of the last three years and the current year, State/UT-wise;

(c) whether the Government has received any complaints/reports about alleged irregularities including

distribution/supply of foodgrains below their entitlements to BPL families and if so, the details thereof, State/UT-wise; and

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

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAMVILAS PASWAN): (a) and (b) Under the existing Targeted Public Distribution System (TPDS), States/Union Territories (UTs) are allocated foodgrains @ 35 kg per family per month to the Below Poverty Line (BPL) [including Antyodaya Anna Yojana (AAY)] families as per their entitlement by Government of India. The States/UTs who have implemented National Food Security Act (NFSA) are allocated foodgrains under TPDS @ 5 kg per month per person belonging to priority category and @ 35 kg per family per month for existing AAY category as per their entitlement under the Act.

(c) and (d) States/UTs are distributing foodgrains @ 35 kg per family per month for AAY families and at various scales of issue to the eligible BPL families. A statement of scale of issue of foodgrains to BPL families as reported by States/UTs upto 31.3.2014 is enclosed Statement – I. There have been complaints about alleged irregularities including distribution/supply of foodgrains below their entitlement to BPL families in some States/UTs. State/UT-wise number of complaints received during the last three years and the current year given in the enclosed statement II

For better targeting of food subsidies, removing bogus ration cards, ensuring timely availability of foodgrains, check on leakage/diversion of foodgrains, introducing public accountability, etc., Government has taken various steps in implementation of the TPDS in States/UTs. The PDS (Control) Order, 2001 mandates the States/UTs to take action for smooth functioning of TPDS. The NFSA, 2013 prescribes essential reforms in the TPDS. Government has taken up with States / UTs for implementing measures such as door-step delivery of foodgrains, correct identification of beneficiaries, improve foodgrains offtake, monitoring and vigilance, improving

viability of fair price shop operations. Best practices among States/UTs in TPDS implementation are shared for use by other States/UTs. With a view to modernize the system, the Government has initiated a Plan Scheme on End-to-end Computerisation of TPDS Operations on cost sharing basis with States/UTs which would facilitate digitization of ration cards/beneficiary and other databases, computerisation of supply-chain management, setting up of transparency portals and grievance redressal mechanisms.

**Statement – I**

*State/UT-Wise Scale of Issue of Foodgrains for BPL Families Under TPDS (as Reported by Respective States/UTs from Time to Time)  
(as Compiled on 31.3.2014) (Kg/per Month/per Family)*

S. No.	State/UT	Scale of issue
1.	Andhra Pradesh	30
2.	Arunachal Pradesh	35
3.	Assam	35
4.	Bihar*	-
5.	Chhattisgarh*	-
6.	Delhi*	-
7.	Goa	27
8.	Gujarat	35
9.	Haryana*	-
10.	Himachal Pradesh*	35
11.	Jammu and Kashmir	35
12.	Jharkhand	35
13.	Karnataka*	-
14.	Kerala	30
15.	Madhya Pradesh*	-
16.	Maharashtra*	-
17.	Manipur	35

S. No.	State/UT	Scale of issue
18.	Meghalaya	35
19.	Mizoram	35
20.	Nagaland	35
21.	Odisha	25
22.	Punjab*	-
23.	Rajasthan*	-
24.	Sikkim	36
25.	Tamil Nadu**	-
26.	Tripura#	-
27.	Uttar Pradesh	35
28.	Uttarakhand	35
29.	West Bengal ##	-
30.	Andaman and Nicobar Islands	50.5
31.	Chandigarh*	-
32.	Dadra and Nagar Haveli	35
33.	Daman and Diu	36
34.	Lakshadweep	35
35.	Puducherry	25

\*These 11 States/UTs have reported implementation of NFSA 2013, which stipulates giving foodgrains @ 5 kg per person per month to priority households

\*\* Tamil Nadu is giving rice subject to a minimum of 12 kgs and maximum of 20 kgs per month per card except the Nilgiris district where it is minimum of 16 kgs and maximum of 24 kgs per card. In case of wheat, it is 10 kgs per card per month in Chennai City and District Head Quarters and 5 kgs per card per month in other areas.

# Tripura is giving 35 kg rice and 1 kg per head per month wheat flour.

## West Bengal is giving 1.75 kg per adult per week (child is equal to half adult)

**Statement – II**

*Complaints on TPDS Received in the Department from Individuals, Organisations and Through Media Reports etc. from 2011 to 2014 (30.06.2014)*

S. No.	State/UT	2011	2012	2013	2014
1.	Andhra Pradesh	1	-	3	1
2.	Arunachal Pradesh	2	-	-	-
3.	Assam	1	1	-	1
4.	Bihar	6	14	32	15
5.	Chhattisgarh	1	1	3	1
6.	Delhi	16	22	37	16
7.	Goa	-	-	-	-
8.	Gujarat	2	3	4	2
9.	Haryana	7	5	11	10
10.	Himachal Pradesh	4	-	-	-
11.	Jammu and Kashmir	-	3	-	-
12.	Jharkhand	3	4	8	5
13.	Karnataka	1	2	6	1
14.	Kerala	1	4	1	-
15.	Madhya Pradesh	9	6	17	3
16.	Maharashtra	8	9	20	14
17.	Manipur	1	1	2	1
18.	Meghalaya	1	-	1	2
19.	Mizoram	-	1	-	-
20.	Nagaland	-	-	-	-
21.	Odisha	2	3	3	2
22.	Punjab	-	5	6	2
23.	Rajasthan	6	3	18	9
24.	Sikkim	-	-	0	-
25.	Tamil Nadu	3	4	9	4
26.	Uttarakhand	1	5	2	5
27.	Uttar Pradesh	68	72	92	44
28.	West Bengal	-	2	7	3
29.	Chandigarh	-	-	-	-
30.	Puducherry	-	1	-	-
<b>Total</b>		<b>144</b>	<b>171</b>	<b>282</b>	<b>141</b>

**Post Matric Scholarship for SC/ OBC Students**

\*107. KUMARI SHOBHA KARANDLAJE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the details of Post Matric Scholarship Schemes for the students belonging to the Scheduled Castes (SCs) and Other Backward Classes (OBCs) and the funds released for the purpose during each of the last three years and the current year, State/UT and Category-wise;

(b) the number of students who have availed the benefits under the Schemes during the said period, State/UT and Category-wise; and

(c) the details of Central Assistance sought by the States/UTs in this regard and the amount actually released by the Government during the said period?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI THAAWAR CHAND GEHLOT): (a) and (b)

**Scheduled Caste students**

The details of Central Assistance released to the States/UTs under Post Matric Scholarship belonging to scheduled Caste students during the last three years i.e 2011-12 to 2013-14 along with the number of students who availed the scholarships during the same period is given in the enclosed Statement - I.

No central assistance has been released during the financial year 2014-15 so far.

**Other Backward Class students**

The information for the current year and last three years relating to central assistance released to the States/UTs under Post Matric Scholarship for OBCs and the number of students who have availed the said scholarship are given in the enclosed Statement - II.

(c)

**Scheduled Caste Students**

100% admissible central assistance is released by the Central Government to the States/UTs over and above their committed liability for implementing the Scheme. The north eastern States have been, however, exempted from committed liability. The quantum of central assistance for a given year is, therefore, finalised after receiving the physical and financial progress of the scheme in the subsequent year(s).

During the period 2011-12 to 2013-14 total central assistance of Rs. 1098570.89 lakhs was projected by various States/UTs. Out of this, admissible central assistance of Rs. 651948.76 lakhs was released to the states/UTs.

Complete proposal, under the Scheme during 2014-15 has not been received from any of the State/UT by the Central Government so far. No central assistance has been released during the financial year 2014-15.

**Other Backward Class students**

The details of the Central Assistance sought and the amount actually released are given in the enclosed Statement - II.

**Statement – I**

*State-wise Central Assistance Released and Number of Beneficiaries Covered  
During 2011-12 to 2013-14 Under Post Matric Scholarship for SC Students*

S. No.	State/UT	2011-12		2012-13		2013-14	
		Central Assistance released (Rs. lakhs)	No. of beneficiaries	Central Assistance Released (Rs. lakhs)	No. of beneficiaries	Central Assistance released (Rs. lakhs)	No. of beneficiaries (estimated)
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	64360.00	580801	7900.78	592194	19410.50	639571
2.	Assam	1310.00	35493	2447.26	15045	1216.00	56153

1	2	3	4	5	6	7	8
3.	Bihar	5714.75	84321	6234.04	159779	4462.87	239998
4.	Chhattisgarh	4601.07	85133	3129.30	63842	1535.00	66678
5.	Goa	6.26	111	2.23	174	14.49	322
6.	Gujarat	3599.08	147878	5615.52	124650	5283.36	140700
7.	Haryana	13702.47	69418	1329.68	83377	3669.05	99502
8.	Himachal Pradesh.	500.00	11235	2931.73	20163	926.00	29142
9.	Jammu and Kashmir	359.05	7821	67.60	9238	897.01	11852
10.	Jharkhand	1045.93	13160	82.68	12010	1334.10	16634
11.	Karnataka	11224.99	213248	4830.98	299685	4270.82	279689
12.	Kerala	0.00	123979	0.00	112532	11765.30	123785
13.	Madhya Pradesh	15311.66	241242	9114.60	269078	12198.89	295986
14.	Maharashtra	45339.90	411-256	22755.90	483387	3311.00	502926
15.	Manipur	397.98	4169	176.10	5785	0.00	4825
16.	Meghalaya	14.30	236	13.52	263	06.00	296
17.	Odisha	3974.64	81205	344.17	101034	3121.72	106085
18.	Punjab	5095.92	45806	398.92	121849	28081.00	149542
19.	Rajasthan	2982.32	220978	6013.35	241260	10592.00	277452
20.	Sikkim	31.91	336	16.70	379	66.64	425
21.	Tamil Nadu	14338.38	737307	14239.39	662165	32173.06	728380
22.	Tripura	1171.82	28016	1099.59	26492	1086.90	28732
23.	Uttar Pradesh	50537.24	904859	70817.35	948606	55666.00	959599
24.	Uttarakhand	3376.54	63113	1919.12	63152	3623.83	77178
25.	West Bengal	20738.22	469009	3772.66	503551	10588.00	587702
26.	Daman and Diu	15.01	111	0.73	167	0.00	8635
27.	NCTof Delhi	979.40	15795	161.78	15689	0.00	42528
28.	Puducherry	405.60	8385	49.10	6727	0.00	188
29.	UT of Chandigarh	0.00	0.00	0.00	428	50.00	726
Total		271134.44	4604421	165464.78	4942701	215349.54	5475231

**Statement – II**

*State wise Central Assistance Demanded, Allocated, Released and Number of Beneficiaries Covered During 2011-12 to 2014-15 under Post Matric Scholarship for OBC students*

SL. No.	State/UTs	2011-12				2012-13			
		Admissible Demand or State	National Allocation	Central Assistance released (Rs. In lakh)	Number of Beneficiaries (in lakh) (Provisional)	Admissible Demand or State	National Allocation	Central Assistance released (Rs. In lakh)	Number of Beneficiaries (in lakh) (Provisional)
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	5943.50	3545.00	4615.72	\$	39135.78	4144.00	6178.00	0.00
2.	Bihar	17459.23	4344.00	5656.17	1.28	29861.66	5079.00	4715.83	1.63
3.	Chhattisgarh	0.00	1067.00	0.00		0.00	1248.00	0.00	0.00
4.	Goa	78.14	63.00	78.14	0.01	94.66	73.00	94.37	0.01
5.	Gujarat	1049.08	2528.00	1334.00	0.43	3578.03	2955.00	2495.29	0.37
6.	Haryana	12513.99	1063.00	1378.07	0.54	15139.38	1243.00	707.17	0.54
7.	Himachal Pradesh	95.70	289.00	74.00	0.06	245.23	338.00	245.23	0.06
8.	Jammu and Kashmir	307.00	523.00	307.49	0.05	329.50	612.00	0.00	0.08
9.	Jharkhand	2415.71	1381.00	1798.16	0.42	4181.32	1615.00	2663.81	0.68
10.	Karnataka	2540.35	2557.00	2540.35	0.71	2973.35	2990.00	2973.35	1.00
11.	Kerala	1574.91	1398.00	1398.00	1.16	6676.92	1634.00	2628.44	1.23
12.	Madhya Pradesh	29851.00	3038.00	3955.76	5.73	35895.24	3552.00	5859.39	6.50
13.	Maharashtra	36041.39	4704.00	6124.90	1.17	11137.95	5500.00	9072.32	3.33
14.	Odisha	1405.00	1754.00	1114.00	0.41	1740.37	2050.00	1740.00	0.65
15.	Punjab	0.00	1159.00	0.00	0.02	1603.39	1355.00	1355.00	0.13
16.	Rajasthan	3532.26	2871.00	3232.27	1.05	3680.58	3357.00	2838.54	1.41
17.	Tamil Nadu	6792.14	3018.00	3180.80	1.11	3237.02	3528.00	3153.68	1.23

18.	Telangana								
19.	Uttar Pradesh	65044.84	8354.00	10877.00	4.48	62656.55	9766.00	16109.72	4.03
20.	Uttarakhand	5135.73	423.00	550.68	0.12	4401.73	494.00	815.00	0.23
21.	West Bengal	1087.42	3821.00	1041.00	0.53	904.28	4467.00	904.26	0.74
22.	Andaman and Nicobar Islands	0.00	11.00	0.00		16.91	11.00	16.91	
23.	Dadra and Nagar Haveli	0.00	17.00	0.00		0.00	17.00	0.00	
24.	Daman and Diu	3.00	11.00	3.17	0.00	5.68	11.00	5.68	0.01
25.	Chandigarh	12517.00	61.00	0.00	0.00	3.98	61.00	0.00	
26.	Delhi	124.00	93.00	93.00	0.01	215.46	93.00	86.64	0.01
27.	Puducherry	52.78	7.00	7.00	0.02	76.80	7.00	76.80	0.05
28.	Assam	2653.00	4422.00	2653.00	0.18	1581.87	5159.00	1285.00	0.38
29.	Manipur	272.00	383.00	202.00	0.10	19.71	446.00	0.00	0.00
30.	Tripura	548.80	510.00	548.80	0.30	649.91	595.00	591.00	0.25
31.	Sikkim	35.72	85.00	35.72	0.01	70.99	100.00	70.99	0.01
Total		209073.69	53500.00	52799.20	19.90	190978.47	62500.00	66682.42	24.56

\$ Information is awaited from the state Govt.

@ Proposal awaited from the State Govt.

SL. No.	State/UTs	2013-14			2014-15				
		Admissible Demand or State	National Allocation	Central Assistance released (Rs. In lakh)	Number of Beneficiaries (in lakh) (Provisional)	Admissible Demand or State	National Allocation	Central Assistance released (Rs. In lakh) (As on 9/7/2014)	Number of Beneficiaries
1	2	11	12	13	14	15	16	17	18
1.	Andhra Pradesh	62493.78	5980.00	6314.00			3126.00	1510.90	

1	2	11	12	13	14	15	16	17	18
2.	Bihar	129622.35	7328.00	7738.00			6385.00	3193.00	
3.	Chhatlisgarh	0.00	1800.00	0.00			1569.00	0.00	
4.	Goa	243.73	106.00	106.00			92.00	46.00	
5.	Gujarat	2683.55	4264.00	2707.10	\$	@	3715.00	1858.00	
6.	Haryana	0.00	1793.00	811.00			1562.00	0.00	
7.	Himachal Pradesh	492.03	487.00	448.86			425.00	213.00	
8.	Jammu and Kashmir	717.89	882.00	708.89			769.00	0.00	
9.	Jharkhand	8037.91	2330.00	2460.00	0.63	12902.19	2030.00	1015.00	
10.	Karnataka	8669.00	4314.00	3749.32	\$	@	3758.00	1879.00	
11.	Kerala	3749.32	2358.00	2490.00	1.61	8537.00	2054.00	1027.00	
12.	Madhya Pradesh	20895.24	5125.00	5412.00			4466.00	2233.00	
13.	Maharashtra	25816.30	7935.00	8379.00			6914.00	3457.00	
14.	Odisha	2291.74	2958.00	2601.39			2577.00	1289.00	
15.	Punjab	5922.02	1956.00	0.00			1704.00	0.00	\$
16.	Rajasthan	21107.96	4843.00	4442.93			4220.00	2110.00	
17.	Tamil Nadu	13819.20	5090.00	5375.00			4435.00	2218.00	
18.	Telangana					@	2084.00	1094.10	
19.	Uttar Pradesh	52122.22	14092.00	14880.00			12278.00	6139.00	
20.	Uttrakhand	3809.44	713.00	392.00	\$		621.00	311.00	
21.	West Bengal	6926.48	6446.00	6277.14			5616.00	2808.00	
22.	Andaman and Nicobar Islands	0.00	11.00	0.00			11.00	0.00	
23.	Dadra and Nagar Havalii	0.00	17.00	0.00			17.00	0.00	
24.	Daman and Diu	8.86	11.00	8.86			11.00	6.00	



25. Chandigarh	35.61	61.00	0.51		61.00	61.00	0.00
26. Delhi	600.19	93.00	44.88		@	93.00	44.88
27. Puducherry	0.00	7.00	0.00		56.00	7.00	0.00
28. Assam	480.47	7370.00	0.00	0.68		6469.00	0.00
29. Manipur	531.00	638.00	531.00	\$	@	560.00	280.00
30. Tripura	851.80	850.00	850.00	0.30	1039.53	746.00	373.00
31. Sikkim	128.00	142.00	128.00	0.01	@	124.00	62.00
<b>Total</b>	<b>372056.09</b>	<b>90000.00</b>	<b>76855.88</b>	<b>3.23</b>	<b>22595.72</b>	<b>78499.00</b>	<b>33166.88</b>

\$ Information is awaited from the state Govt.

@ Proposal awaited from the State Govt.

**Promotion of FPIs**

\*108. SHRI NAGENDRA KUMAR PRADHAN:

SHRI KIRTI AZAD:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government proposes to give fresh, impetus to the Food Processing Industries (FPIs) in the country and if so, the details thereof;

(b) the number of cold storages set up in public, private and public private partnership mode to meet the increasing demand of the sector during each of the last three years and the current year, State / UT-wise including Bihar;

(c) whether the Government has recently discussed the hurdles being faced by entrepreneurs of food processing industries and other stakeholders and if so, the details thereof; and

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

THE MINISTER OF FOOD PROCESSING INDUSTRIES (SHRIMATI HARSIMRAT KAUR BADAL):

(a) Yes, Madam. To give impetus to the food processing industries in the country, the following Central Sector and Centrally Sponsored Schemes have been taken up during 12th Five Year Plan:

- (i) Scheme for Infrastructure Development (Mega Food Parks, Cold Chain and Abattoirs).
- (ii) Centrally Sponsored Scheme - National Mission on Food Processing (NMFP).
- (iii) Scheme for Quality Assurance, Codex Standards, R&D and Promotional Activities,
- (iv) Scheme for Strengthening of Institutions.

In order to harness the potential of value addition from the locally available raw material by State / UT Governments, Ministry of Food Processing Industries (MoFPI) has launched a Centrally Sponsored Scheme - National Mission on Food Processing (NMFP) in the 12th Plan (2012-17). All the State / UT Governments have been empowered under the Mission to invite the applications and sanction grant-in-aid to the eligible beneficiaries.

(b) Ministry of Food Processing Industries (MoFPI) neither sets up the cold storages on its own nor provides any assistance to the entrepreneurs for this purpose. However, other Government agencies like National Horticulture Board (NHB), National Cooperative Development Corporation (NCDC) under Ministry of Agriculture and Agricultural and Processed Food Products Export Development Authority (APEDA) under M/o Commerce provide financial assistance for setting up of cold storages under their respective schemes. A statement showing cold storages set up on various States during the last three years and the current year is enclosed.

(c) and (d) Ministry of Food Processing Industries (MoFPI) regularly interacts with State Governments, Industry Associations and entrepreneurs through seminars / meetings / workshops / video conferencing etc., to know the problems being faced by them and also to discuss the policy changes required for development of food processing sector in the country. Major hurdles faced by entrepreneurs relate to irregular power supply, delay in obtaining statutory clearances from State Governments, fluctuations in prices of raw material. MoFPI has taken up these issues in its meetings with State Governments.

**Statement***State-Wise Details of Cold Storages Set Up in the Country During the Last Three Years and the Current Year*

State	2011-12	2012-13	2013-14	2014-15 Till (9.7.2014)		
	Nos.	Nos.	Nos.	Nos.		
1	2	3	4	5		
Andhra Pradesh (including Telangana)			27	16	28	0

	1	2	3	4	5
Arunachal Pradesh		0	0	1	0
Assam		1	1	5	0
Bihar		6	3	3	0
Chhattisgarh		4	6	4	1
Chandigarh		0	0	0	1
Delhi		0	0	2	~0
Goa		0	0	0	0
Gujarat		33	21	28	0
Haryana		7	16	23	3
Himachal Pradesh		4	0	6	0
Jammu and Kashmir		3	1	4	0
Jharkhand		2	2	0	0
Karnataka		3	2	5	0
Kerala		4	0	0	0
Madhya Pradesh		14	15	8	0
Maharashtra		7	10	41	2
Manipur		1	0	0	0
Mizoram		2	1	0	0
Nagaland		0	0	0	0
Odisha		1	2	5	0
Punjab		36	45	21	2
Rajasthan		3	4	13	0
Sikkim		0	0	1	0
Tamil Nadu		0	5	0	2
Tripura		0	0	1	0
Uttar Pradesh		66	37	85	3
Uttarakhand		1	1	8	0
West Bengal		9	6	3	0
<b>Total No. of Projects Approved</b>		<b>234</b>	<b>194</b>	<b>295</b>	<b>14</b>

Source: National Horticulture Board (NHB), National Horticulture Mission (NHM), National Cooperative Development Corporation (NCDC) under M/o Agriculture and Agricultural and Processed Food Products Export Development Authority (APEDA) under M/o Commerce

### Import Duty on Sugar

\*109. SHRI BHARTRUHARI MAHTAB: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the details of the production, consumption and import of sugar in the country during each of the last three years and the current year;

(b) whether the Government has taken decision to increase the import duty on sugar;

(c) if so, the details thereof and the reasons therefor along with the benefits likely to accrue to the consumers and manufacturers from the said decision; and

(d) whether the Government has extended subsidy on exports of raw sugar and if so, the details thereof and the reasons therefor?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAMVILAS PASWAN): (a) The details of the production, consumption and Import of sugar in the country during each of the last three Sugar seasons and the current sugar season 2013-14 are as under:-

Sugar Season (October-September)	Production (In Lac MT)*	Consumption (In Lac MT)*	Import (In Lac MT)**
2010-11	243.50	208.00	3.65
2011-12	263.43	227.25	1.88
2012-13	251.83	230.00	17.12
2013-14	242.27 (upto 31st May, 2014 (Prov)	240.00 (Estimated)	1.45 (up to March, 2014)

Source: \*Directorate of Sugar.

\*\* Directorate General of Commercial Intelligence and Statistics(DGCIS), Kolkatta.

(b) No, Madam.

(c) Does not arise.

(d) The Central Government on 28.02.2014 has notified a scheme to provide incentive for marketing and promotion services for raw sugar production targeted for export market. The rate of incentive for the bi-monthly period of February-March, 2014 was Rs 3300 per MT and has been re-calculated for the subsequent bi-monthly periods of April-May and June-July,2014 at Rs 2277 and Rs 3300 per MT respectively. The scheme is aimed at diversification of surplus production into raw sugar having a ready export market so that the liquidity of the mills is improved enabling them to clear the cane price arrears.

### Women in CAPF

\*110. SHRI MULLAPPALLY RAMCHANDRAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total strength of women personnel in the Central Armed Police Forces (CAPF), rank and force-wise;

(b) whether the Government has any proposal to increase the strength of women personnel in CAPF;

(c) if so, the details thereof including the steps taken to encourage the recruitment of women personnel in CAPF;

(d) whether the Government proposes to conduct a special recruitment drive for women in this regard; and

(e) if so, the details thereof along with the number of posts reserved for women in the forces?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) As indicated by the Central Armed Police Forces, the total number of women personnel in the Central Armed Police Forces (CAPFs) as on date is under:

Name of the Force	Posted Strength of Women
ARs	474
BSF	2640
CISF	5972
CRPF	5912
ITBP	1118
SSB	1182
<b>TOTAL</b>	<b>17298</b>

Rank-wise and force-wise breakup of the women personnel posted in CAPFs is given in the enclosed Statement.

(b) and (c) Based on the recommendations given by Parliamentary Standing Committee on Empowerment of Women in its Sixth Report, and the functional requirement of CAPFs, directions have been issued to all CAPFs to bring the percentage of women personnel in the forces to 5%. The Government has received the following proposals from CAPFs to increase the strength of women:-

Force	Status of proposal
CRPF	(i) 4 Mahila Battalions (Bns) have been sanctioned to Central Reserve Police Force (CRPF) out of which 3 have been raised. 4th Bn is under raising in 2014-15. (ii) Conversion of 2 General Duty (GD) Battalions (Bns) to be raised in the year 2015-16 and 2016-17 into Mahila (Women) Battalions. In principle approval for the same has been conveyed vide MHA UO No.II-27012/45/2013-PF-III dated 11.03.2014. (iii) Increasing the operational strength of women personnel by 15% in the Mahila Bns and Mahila RAF contingents in the Central Reserve Police Force (CRPF) by creating 806 posts.
SSB	Proposal for recruitment of 2772 Mahila personnel during the year 2014-15 to 2017-18.
BSF	Recruitment of 3000 women is in progress in BSF.
ITBP	Government has sanctioned 35 Mahila Platoons for ITBP.
Assam Rifles	Government has approved the proposal of Assam Rifles to fill up 5% of the sanctioned strength of total Riflemen (GD) by women candidates.

The steps taken to encourage the recruitment of women personnel and welfare on post recruitment in CAPFs are given at Statement - II.

(d) and (e) The recruitment in the CAPFs is being conducted through the Staff Selection Commission (SSC) for Group 'B' and 'C' and Union Public Service Commission (UPSC) for Group 'A' posts. While some cadres are gender neutral, in other cadres the vacancies for women are projected to these agencies as per the operational/functional requirements.

**Statement - I**

*Details of Women Strength of Assam Rifles*

S. No.	Rank	No. of Personnel posted
1.	Medical Officer	16
2.	Account Officer/Record Officer/Civil Gazetted Officer	06
3.	Senior Accountant/Superintendent	11
4.	Upper Division Assistant/Clerk	04
5.	Sister	48
6.	Staff Nurse	64
7.	Hindi Translator (Gd.I)	01
8.	Hindi Translator (Gd.II)	01
9.	Senior Teacher	08
10.	Hindi Teacher	09
11.	Midwife /Auxiliary Nurse	20
12.	Veterinary Field Assistant	01
13.	Female Assistant	94
14.	Aya	94
15.	Female Safai	70
16.	Hindi Typist	03
17.	Junior Teacher	23
18.	Draftsmen	01
		474

<i>Details of Women Strength of Border Security Force</i>		
S. No.	Rank	No. of Personnel posted
1	2	3
01.	CMO(SG)	22
02.	CMO	09
03.	SMO	10
04.	MO	15
05.	Specialist Grade-1	01
06.	GD MO & Specialist (On contractual)	23
07.	SplGde-II (Jr Scale)	04
08.	AC/Dental	01
09.	AC/Matron	02
10.	SM/Sister-in-charge	09
11.	Insp/Nursing Sister	26
12.	Insp/Jr Dietician	02
13.	SI/StaffNurse	138
14.	SI/Blood Bank Tech	01
15.	ASI/Pharmacist	38
16.	ASI/LT	03
17.	ASI/ECG	01
18.	HC/ANM	04
19.	HC/ANM/Nurse	16
20.	HC/Lab Technician/ Assistant	02
21.	HC/Radiographer	01
22.	CT/Ward Girl	10
23.	CT/Kahar	03
24.	CT/Aya	14
25.	CT/SafaiKaramchari	13
26.	Peon	02
27.	INSP (PA)	04
28.	SI (STENO)	31

1	2	3
29.	ASI (STENO)	10
30.	SI (MIN)	49
31.	ASI(MIN)	83
32.	HC(MIN)	150
33.	CONST (DAFTRY)	70
34.	SO	03
35.	SENIOR PS/PS	03
36.	ASSISTANT	06
37.	STENO GD-II	03
38.	UDC/LDC	01
39.	CT/DAFTRY	10
40.	Law Cadre	02
41.	DC(Civil)	01
42.	ASI / Draftsman	01
43.	SI(JAM) Air Wing	01
44.	ASI (AAM/ARM)/AIR WING	08
45.	CT/PEON	12
46.	CT/FRASH	03
47.	CT/SWPR	04
48.	SUB INSPECTOR (MAHILA)	35
49.	CONST (MAHILA)	1780
Total		2640

<i>Details of Women Strength of Central Industrial Security Force</i>		
S. No.	Rank	No. of Personnel posted
1	2	3
1.	DIG	05
2.	Sr. Commandant	08
3.	Commandant	06
4.	Dy. Commandant	02

1	2	3
5.	Asstt. Commandant	16
6.	CMO (SG)/ Med Officer	01
7.	CMO / Med Officer	01
8.	Sr. M.O.	01
9.	Med Officer	01
10.	Assistant / Civilian	02
11.	Inspector /Executive	56
12.	Inspector/Steno	08
13.	Sub Inspector /Executive	594
14.	Sub Inspector (Min)	72
15.	Sub Inspector /Steno	38
16.	Sub Inspector/ Staff Nurse	01
17.	Asstt Sub Inspector /Executive	228
18.	Asstt. Sub Inspector/Ministerial	43
19.	Asstt. Sub Inspector/Steno	14
20.	Asstt. Sub Inspector /Pharmacist	07
21.	Asstt. Sub Inspector/ X-Ray Technician	01
22.	HC/Executive	05
23.	HC/Fire	01
24.	HC/Ministerial	34
25.	HC/GD	195
26.	Constable /Nursing Asstt	14
27.	Constable /GD	4434
28.	Constable /Cook	34
29.	Constable/WC	78
30.	Constable / W M	02
31.	Constable/Sweeper	09
32.	Constable/Tailor	47
33.	Constable/Nur Orderly	01
34.	Constable/Ward Boy	03
35.	Sr Hindi Translator/ Civilian	01

1	2	3
36.	Draftsman/ Woman/ Civilian	01
37.	Pharmacist / Civilian	01
38.	Jr Hini Translator/ Civilian	01
39.	P.S. /Civilian	02
40.	Steno Grade-1/Civilian	03
41.	Trainee/Trainee	01
42.	Total	5972

*Details of Women Strength of  
Central Reserve Police Force*

S. No.	Rank	No. of Personnel posted
1	2	3
01.	DIG	06
02.	COMMANDANT	03
03.	2-I/C	09
04.	DY COMDT	51
05.	ASSTT COMDT	95
06.	ASSTTCOMDT(MIN)	04
07.	IG (Medical)	01
08.	DIG (Medical)	01
09.	MEDICAL OFFICERS	88
10.	MATRON	01
11.	SM/GD	03
12.	INSP/GD	63
13.	SI/GD	162
14.	ASI/GD	292
15.	HC/GD	428
16.	CT/GD	3069
17.	HC/TLR	05
18.	CT/TLR	28
19.	CT/BUG	76

1	2	3
20.	CT/MALI	07
21.	CT/PTR	06
22.	CT/Cook	109
23.	CT/WC	66
24.	CT/WMan	26
25.	CT/BB	27
26.	CT/SK	72
27.	SM/Sister In Charge	15
28.	Insp/Sister-In-Charge	49
29.	Insp/Junior Dietician	04
30.	SI/Staff Nurse	184
31.	Si/Pharmacist	04
32.	Si/Physiotherapist	01
33.	Si/Blood Bank Tech	01
34.	ASI/Physiotherapist	07
35.	ASI/Pharmacist	69
36.	ASI/ECG Tech	01
37.	ASI/OT Tech	03
38.	ASI/Dental Tech	02
39.	ASI/Lab Tech	03
40.	HC/Nursing Asst	30
41.	HC/Lab Asstt. / Lab Tech	02
42.	CT/Nursing Asst	35
43.	CT/WARD BOY	09
44.	CT/Ayah	01
45.	CT/HOSPITAL Cook	06
46.	CT/Masalchi	03
47.	CT/HOSPITAL S/K	13
48.	CT/HOSPITAL W/C	01
49.	INSP/RADIO OPERATOR	01
50.	SI/RADIO OPERATOR	15
51.	ASI/RADIO OPERATOR	04

1	2	3
52.	HC/RADIO OPERATOR	23
53.	SM/OS[MIN]	02
54.	SM/ST	02
55.	INSP(MIN)	38
56.	INSP(ST)	18
57.	INSP(HT)	01
58.	SI(MIN)	191
59.	SI/STENO	01
60.	ASI/ST	02
61.	ASI(MIN)	138
62.	HC(MIN)	233
63.	Ct/Dft	30
64.	Ct/Peon	61
65.	Ct/Farrash	02
66.	CT/SK (M)	9
Total		5912

*Details of Women Strength of  
Indo Tibetan Border Police Force*

S. No.	Rank	No. of Personnel posted
1	2	3
1.	DIG	01
2.	DC	03
3.	AC	11
4.	AC (Vet)	03
5.	MO to CMO	63
6.	Section Officer	02
7.	Subedar Major (SM)	03
8.	Inspector	62
9.	Sub Inspector	148
10.	Assistant	07



1	2	3
11.	Asstt. Sub Inspector	41
12.	UDC	11
13.	Head Constable	169
14.	Constable /Followers	594
Total		1118

*Details of Women Strength of Sashastra Seema Bal*

S. No.	Rank	Posted strength
1	2	3
1.	Inspector General	01
2.	Deputy Commandant (Veterinary)	01
3.	Assistant Commandant (Veterinary)	02
4.	Second-In- Command (GD)	01
5.	Assistant Commandant (GD)	04
6.	Assistant Commandant (Dentist)	01
7.	Medical Officer (AC to Comdt)/MO	16
8.	SI (GD)	16
9.	SI(Staff Nurse)	29
10.	SI(P)	01
11.	ASI(Physiotherapist)	01
12.	HC(Min)	22
13.	HC(Vety)	03
14.	CT (GD)	762
15.	CT (Cook)	28
16.	CT (WM)	12
17.	CT (Barbar)	11
18.	CT (Safaiwala)	14
19.	CT (Water carrier)	17
20.	CT(Lab Asstt)	05
21.	CT(Nursing Orderly)	07
22.	CT( Ayah)	05

1	2	3
23.	CT(Vety)	02
24.	Area Organiser	04
25.	JAO	01
26.	SAO	02
27.	Section Officer	04
28.	Assistant	05
29.	UDC	34
30.	LDC	01
31.	Private Secretary	03
32.	PA	09
33.	Stenographer	06
34.	DFO (CC)	02
35.	FO (G)	01
36.	DFO (G)	03
37.	AFO (G)	01
38.	SFA(G)	01
39.	FA(G)	02
40.	Peon	40
41.	Daftary	01
42.	Safaiwala	01
43.	Hindi Translator	01
44.	SFA (Vety)	03
45.	Maid Servant	07
46.	Watermen	01
47.	Clerk (Coupon)	01
48.	DFO (WI)	04
49.	AFO (WI)	12
50.	SFA (WI)	12
51.	AFO (WM)	04
52.	SFA (WM)	05
53.	FA (Lady)	12
54.	Senior Medical Officer (Homoeo)	01

1	2	3
55. DFO (Medic)		07
56. AFO (Medic)		07
57. SFA (Medic)		14
58. Staff Nurse		01
59. Lab technician		03
60. Nurshing Assitant		05
Total		1182

**Statement – II**

*The Steps Taken to Encourage the Recruitment  
as Well as Well Being of Women Personnel on  
Post Recruitment in CAPFS*

(Facilities/ incentives provided to women personnel)

1. Creches' and 'Day Care Centres' have been provided by the CAPFs to women employees. A new head of Account for 'creche facilities' in CAPFs under Grant No.54-Police for the year 2011-12 has also been opened in CAPFs, vide MHA letter No. 9/8/2011-Bgt-I dated 20.1.2012.
2. Separate accommodation for women personnel with basic amenities, including separate toilets, has been provided.
3. Separate toilet facilities are made available for the use of women employees by pitching of proper tents with commode in areas where appropriate locations are not available.
4. Vehicles fitted with mobile toilets for women personnel during movement from one place to another and during picketing duties.
5. Facilities already available under the Central Government like Maternity Leave, Child Care Leave, are also applicable to CAPFs women personnel.
6. Medical facilities with special care to the pregnant women. Lady Doctors are available to provide medical coverage.
7. Education facilities to their children in Kendriya Vidyalaya have been provided, wherever available.
8. Facilities have been provided to women personnel at par with their male counter parts at work place without any gender bias.
9. Pay and allowances are disbursed through core banking.
10. In case of married women, generally husband and wife are posted in same station as far as possible.
11. Instructions issued vide Department of Personnel and Training's OM No.35021/2/2009-Estt (C), dated 3.7.2009, regarding concerted effort to increase representation of Women in Central Government jobs are strictly adhered to while conducting recruitment to ensure that adequate women candidates are attracted to join the CAPFs.
12. One female member is detailed as member of the board for making recruitment of women personnel.
13. The Programme on Gender Sensitization in Govt. Service has been conducted by all CAPFs to educate their personnel. This has also been made part of the Basic Training Programme.
14. Committees have been constituted at all levels to check sexual harassment and to expeditiously deal with the complaints of women personnel. All CAPFs have included the Non Government Organizations (NGOs) in the Complaint Committees to enquire into complaints of sexual harassment.
15. There is proper mechanism established for redressal of Grievances of women employees of CAPFs.
16. Women personnel are given equal opportunity in their career progression *i.e.* promotion/ seniority as per the RRs at par with male counter parts.
17. Women personnel are encouraged to be self-dependent by imparting proper training and talks during various courses.
18. Separate General Pool Accommodation for women employees available to Central Government employees are also applicable to women employees in CAPFs.

19. Women personnel are generally not being posted in units located in very remote and far flung areas.
20. CISF is imparting basic training to both male and female personnel for equal duration and there is no variation in training modules. Women personnel in Non-Gazetted Officer (NGO) ranks are imparted training only at RTC Barwaha (MP) where special facilities are created for them.
21. As per the existing transfer policy of CISF, the women personnel have to serve 06 years in their out of home zone and remaining years they are allowed in their Home Zones, as compared to males who have to serve 13-17 years in out of their Home Zones.
22. In ITBP as far possible, women employees are given duties only in day time shift under female supervisory staff.
23. Regular welfare meetings are being organized by ITBP and welfare of female employees taken care of.
24. ITBP Himveers Wives Welfare Association (H.W.W.A) is also taking care of female employees' welfare and recreational needs.

#### Import of Fertilizers

\*111. SHRI RAM MOHAN NAIDU KINJARAPU:

SHRI HARISHCHANDRA CHAVAN:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the quantity and value of fertilizers imported during the last year, fertilizer-wise;

(b) whether the Government has formulated a new policy on fertilizers import and if so, the details thereof;

(c) whether certain varieties of fertilizers have been imported as some companies have stopped production or closed down in the recent past and if so, the details thereof;

(d) whether the Government proposes to initiate several measures to increase the production of such fertilizers in the country; and

(e) if so, the details thereof and the remedial measures taken by the Government to make the country self-sufficient in the production of fertilizers?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI ANANTHKUMAR): (a) Urea is the only fertilizer under statutory price control and it is imported for correct agriculture use on Government account through State Trading Enterprises (STEs) *i.e.* MMTC Limited (MMTC), State Trading Corporation Limited (STC) and Indian Potash Limited (IPL) to bridge the gap between assessed demand and indigenous production. Government is also importing approximately 20 LMT urea from Oman India Fertiliser Company (OMIFCO) under Long Term Urea Off Take Agreement (UOTA) between GOI & OMIFCO. The import of urea from OMIFCO is made through M/s IFFCO & M/s KRIBHCO. The quantity and value of urea imported during the last year is as below:-

Year	Quantity of urea (Lakh MT)			Value (Million US \$)
	From Oman	Through STE	Total	
2013-14	21.21	49.67	70.88	1,968.36

Fertilizers other than Urea are imported under Open General Licence (OGL). Companies import these fertilizers as per their commercial judgment. Government do not maintain the value of these imports. However, Government is paying subsidy on P&K fertilizers under Nutrient Based Subsidy Scheme. The details of quantity

of P&K fertilizers imported during the last year are as under:-

(Quantity in Lakh MT)				
Year	DAP	NPK	MOP#	MAP
2013-14	32.61	3.62	20.67	0.39

# for direct agriculture use

(b) No Madam, there is no change in the present policy of fertiliser imports. As per the present policy imports of urea is restricted and permitted through three State Trading enterprises *i.e.* MMTC Limited, State Trading Corporation Limited (STC) and Indian Potash Limited (IPL). Imports of all other fertilisers are free and permitted under Open General License (OGL).

(c) The Urea, DAP, SSP and various grades of Complex Fertilisers etc. are produced in the country. However production of these fertilisers in the country is not sufficient to meet the entire domestic requirements. Accordingly, Urea, DAP and various grades of Complex Fertilizers are being imported to bridge the gap between assessed demand and indigenous availability of these fertilisers. The entire requirement of MOP is met through imports as there are no viable reserves of potash in the country.

(d) and (e) : Yes Madam, the Government has notified the New Investment Policy (NIP) 2012 on 2nd January 2013 to facilitate fresh investment in urea sector and to reduce India's import dependency by boosting the domestic production of Urea. Nutrient Based Subsidy (NBS) policy has been implemented for P&K fertilizers *w.e.f.* 01.04.2010 to ensure subsidy on indigenous P&K fertilizers at par with imported P&K fertilizers. Government is also encouraging private sector and public sector companies to explore the possibilities for joint ventures abroad to ensure uninterrupted supply of fertilizer inputs to P&K sector.

#### **AAY Beneficiaries**

\*112. SHRI NALIN KUMAR KATEEL: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the norms/guidelines adopted for identification of Antyodaya Anna Yojana (AAY) families in the country;

(b) the total number of beneficiaries covered under the AAY, State/UT-wise;

(c) whether the Government has received any request from the States for increasing the number of beneficiaries under AAY;

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

(e) whether the Government has recently conducted any assessment/ evaluation of AAY and if so, the details and the outcome thereof?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAMVILAS PASWAN): (a) As per the guidelines issued by the Government, the Antyodaya Anna Yojana (AAY) families are to be identified by States/Union Territories (UTs) as per the following criteria:

- (i) Landless agriculture labourers, marginal farmers, rural artisans/ craftsmen such as potters, tanners, weavers, blacksmiths, carpenters, slum dwellers, and persons earning their livelihood on daily basis in the informal sector like porters, coolies, rickshaw pullers, hand cart pullers, fruit and flower sellers, snake charmers, rag pickers, cobblers, destitutes and other similar categories in both rural and urban areas
- (ii) Households headed by widows or terminally ill persons/disabled persons/ persons aged 60 years or more with no assured means of subsistence or societal support
- (iii) Widows or terminally ill persons or disabled persons or persons aged 60 years or more or single women or single men with no family or societal support or assured means of subsistence
- (iv) All primitive tribal households
- (v) All eligible Below Poverty Line (BPL) families of HIV positive persons.

(b) A statement showing State/UT-wise accepted number of AAY families and ration cards issued as on 30.06.2014 is enclosed.

(c) and (d) Requests have been received from a few State Governments to increase this number, but it could not be acceded to, as the number is fixed for every State. States/UTs are advised from time to time to review the existing list of AAY beneficiaries and remove the ineligible beneficiaries so as to include only the most eligible.

(e) No Madam.

**Statement***Number of Antyodaya Anna Yojana (AAY) Families (as on 30.6.2014)*

(Fig. in lakh)

S. No.	States/UTs	Accepted No. of AAY families	No. of AAY families identified & ration cards issued
1	2	3	4
1.	Andhra Pradesh*	15.578	15.578
2.	Arunachal Pradesh	0.380	0.38
3.	Assam	7.040	7.04
4.	Bihar	25.010	25.010
5.	Chhattisgarh	7.189	7.189
6.	Delhi	1.568	1.038
7.	Goa	0.184	0.145
8.	Gujarat	8.128	7.580
9.	Haryana	3.025	2.676
10.	Himachal Pradesh	1.971	1.971
11.	Jammu and Kashmir	2.822	2.557
12.	Jharkhand	9.179	9.179
13.	Karnataka	11.997	11.376
14.	Kerala	5.958	5.958
15.	Madhya Pradesh	15.816	15.816
16.	Maharashtra	25.053	24.854
17.	Manipur	0.636	0.636
18.	Meghalaya	0.702	0.702
19.	Mizoram	0.261	0.261
20.	Nagaland	0.475	0.475
21.	Odisha	12.645	12.533
22.	Punjab	1.794	1.794
23.	Rajasthan	9.321	9.321
24.	Sikkim	0.165	0.165
25.	Tamil Nadu	18.646	18.646
26.	Tripura	1.131	1.131
27.	Uttar Pradesh	40.945	40.945

1	2	3	4
28.	Uttarakhand	1.909	1.909
29.	West Bengal	19.857	14.799
30.	Andaman and Nicobar Islands	0.107	0.049
31.	Chandigarh	0.088	0.015
32.	Dadra and Nagar Haveli	0.069	0.052
33.	Daman and Diu	0.015	0.015
34.	Lakshadweep	0.012	0.012
35.	Puducherry	0.322	0.322
Total		249.998	242.128

\* Include the State of Telangana

[*Translation*]

**Compensation/Relief to Farmers**

\*113. SHRI RAM TAHAL CHAUDHARY:

SHRI B. SRIRAMULU:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government provides any compensation/relief to the farmers for the damage of their crops due to natural calamities including hailstorms;

(b) if so, the details thereof including the norms or modalities adopted for the purpose;

(c) whether the financial assistance being provided as compensation/relief to the farmers is adequate; and

(d) if so, the details thereof and if not, the corrective measures taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (d) As per the provision of Disaster Management Act, 2005, the Government of India has constituted State Disaster Response Fund (which consists of contributions from the Centre and State in the ratio 75:25 in case of General category States and 90:10 ratio in case of Special Category States) and the National Disaster Response Fund (NDRF) which is fully funded by the Government of India. The State Governments are required to meet the expenditure for providing immediate relief to the victims of notified natural disasters from SDRF in accordance with the GOI approved items and norms of assistance.

The State Executive Committee headed by the Chief Secretary is authorised to decide on all matters relating to the financing of the relief expenditure from the SDRF. In case of severe disasters, assistance from NDRF is extended to the State. Additional expenditure, if any, incurred over and above or on other than approved items/norms, is required to be met by the States from their own resources and not from SDRF/ NDRF. For this purpose, the Government of India has issued guidelines for administration of the SDRF and NDRF on 28th September 2010. The guidelines and norms relating in respect of both the funds are accessible on the Ministry's website: [www.ndmindia.nic.in](http://www.ndmindia.nic.in).

The extant norms inter-alia provides for assistance to the farmers in the form of Agriculture Input Subsidy for damaged cropped areas due to the notified natural disasters including hailstorms. The norms are revised from time to time in consultation with the Ministry of Finance. Details of assistance admissible to farmers as per extant items and norms are under:-

S. No	Item	Norms of Assistance
Assistance to farmers for:-		
a)	De-silting of agricultural land (where thickness of sand/ silt deposit is more than 3", to be certified by the competent authority of the State Government.)	Rs. 8,100/- per hectare

S. No	Item	Norms of Assistance
b)	Removal of debris on agriculture land	Rs. 8,100/- per hectare
c)	Desilting/ restoration/ repair of fish farms	Rs. 8,100/- per hectare
d)	Loss of substantial portion of land caused by landslide, avalanche, change of course of rivers.	Rs. 25,000/- per hectare to only those small and marginal farmers whose ownership of the land is legitimate as per the revenue records.
e)	Agriculture input subsidy where crop loss was 50% and above.	
1.	For agriculture crops, horticulture crops and annual plantation crops	
i)	Rainfed crops	Rs. 4,500/- per hectare in rainfed areas
ii)	Irrigated crops	Rs. 9,000/- per hectare for areas under assured irrigation, subject to minimum assistance not less than Rs. 750 and restricted to sown areas.
iii)	Perennial crops	Rs. 12,000/- per hectare for all type of perennial crops, subject to minimum assistance not less than Rs. 1500/- and restricted to sown areas.
2.	Sericulture	Rs. 3,200/- per ha. for Eri, Mulberry, Tussar Rs. 4,000/- per ha. for Muga.

Financial assistance in the wake of natural disasters is by way of assistance and is not for compensation of loss.

In addition to regular schemes of crops damage, the farmers are also entitled for benefits under the National Agricultural Insurance Scheme of the Ministry of Agriculture, which is being implemented by the State Governments.

[English]

#### Security Clearance to FDI Proposals

\*114. SHRI MOHITE PATIL VIJAYSINH  
SHANKARRAO:

SHRI RAJEEV SATAV:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there are reports of inordinate delays in granting security clearance on Foreign Direct Investment (FDI) proposals in strategic sectors like aviation and telecom;

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

(c) the details of the FDI proposals received by his Ministry for comments/security clearance during the last two years and the current year and their present status; and

(d) whether the Government has issued any fresh guidelines on security clearance for FDI proposals and if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) No, Madam. However, concerns have been expressed by sectoral Ministries/ Department relating to delay in security vetting of FDI proposals including those in strategic sectors like aviation and telecom. Proposals from sectoral Ministries/ Departments, complete in all respects, as and when received are immediately sent to central agencies for obtaining inputs. Obtaining the comments/inputs from the concerned agencies is a time consuming process as it entails collection of information from field formations. Ministry of Home Affairs earnestly evaluates the reports in a time bound manner without

causing any delay. In some cases further details are sought from Nodal Ministries and also clarification from central agencies relating to the inputs received. As decisions on issues relating to national security are taken with due care, the delay, if any, is a part of the process of due diligence.

(c) Status of the clearance of the proposal during the last two years \_and the current year is given in the enclosed Statement.

(d) No fresh guidelines on security clearance for FDI proposals have been issued by the Ministry of Home Affairs.

### **Statement**

#### *Details of FDI Proposals Received During 2012, 2013 and 2014*

S. No.	Details of FDI proposals received during year	Total number of proposals received	Cleared proposals	Pending proposals for want of comments from central agencies/ministries/departments etc.
1.	2012	36	33	03
2.	2013	42	27	15
3.	2014	14	1	13

*[Translation]*

#### **Adverse Impact of Chemical Fertilizers**

\*115. DR. ARUN KUMAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the usage of chemical fertilizers for the production of foodgrains and vegetables has adversely affected the fertility of soil and human health;

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

(c) whether the Government has launched any awareness campaign to educate farmers on the adverse impact of excessive usage of chemical fertilizers for production of foodgrains;

(d) if so, the details thereof and the success achieved by the Government in this regard; and

(e) whether the Government proposes to promote organic farming amongst farmers and if so, the details thereof along with the steps taken by the Government for ensuring availability of bio-fertilizers in adequate quantity for the purpose?

THE MINISTER OF AGRICULTURE (SHRI RADHA MOHAN SINGH): (a) and (b) There is no scientific evidence of declining soil/crop productivity from judicious use of chemical fertilisers. However, indiscriminate and

imbalanced use of fertilizers coupled with low addition of organic matter over years may result in multinutrient deficiencies. There is also the possibility of contamination of ground water due to excessive use of nitrogenous fertilisers, particularly in light textured soils, that has consequence on human health if used for drinking purpose.

(c) and (d) Government is recommending soil test based balanced and integrated nutrient management through conjunctive use of both inorganic and organic sources of plant nutrients to reduce the negative impact of chemical fertilizers. In addition, Indian Council of Agricultural Research (ICAR) is advocating split application and placement of fertilizers, use of slow releasing N-fertilizers and nitrification inhibitors, growing leguminous crops and use of Resource Conservation Technologies (RCTs). ICAR also imparts training, organizes frontline demonstrations to educate farmers on these aspects.

Under Soil Health Management (SHM) component of National Mission for Sustainable Agriculture (NMSA), financial assistance for training to farmers including field demonstrations on balanced used of fertilisers is provided @ Rs. 10,000 per training for 20 or more participants. Financial assistance for frontline field demonstrations is also provided @ Rs. 20,000 per demonstration.



(e) Government is promoting organic farming through various programmes, namely, National Project on Organic Farming (NPOF) under NMSA, Mission for Integrated Development of Horticulture (MIDH), Rashtriya Krishi Vikas Yojana (RKVY) and Network Project on Organic Farming under ICAR.

Under the National Project on Organic Farming (NPOF), Government is promoting production of various organic inputs in the country including biofertilizers. NPOF provides financial assistance upto 25% of total financial outlay upto a ceiling of Rs. 40 lakhs as credit linked back-ended subsidy for setting up Bio-fertilizer production units. Under the National Mission on Oilseeds and Oil Palm, assistance is provided for supply of Rhizobium culture / Phosphate Solubilizing Bacteria, Azotobacter and Azospirillum culture @50% of the cost of culture or Rs. 300/- per hectare whichever is less. Under National Food Security Mission (NFSM), assistance for popularizing Rhizobium culture/Phosphate Solubilizing Bacteria/ Azotobacter etc. is provided to the farmers under cluster demonstrations. In addition, RKVY funds can also be used for promoting Biofertilisers. The details of state wise bio-fertilizer production units and production during last five years is enclosed at Statement - I and II.

**Statement – I**

*State Wise Bio-Fertilizer Production Units and their Total Production Capacity*

S. No.	State	Number of Biofertilizer Production Unit	Total Production - Capacity (TPA)
1	2	3	4
1.	Andhra Pradesh	17	6150

1	2	3	4
2.	Assam	4	275
3.	Bihar	2	200
4.	Chhattisgarh	1	0
5.	Delhi	1	0
6.	Goa	1	1000
7.	Gujarat	14	2250
8.	Haryana	2	3150
9.	Himachal Pradesh	2	25
10.	Karnataka	28	9820
11.	Kerala	10	5745
12.	Madhya Pradesh	11	1350
13.	Mizoram	1	75
14.	Maharashtra	86	14685
15.	Nagaland	1	150
16.	Odisha	10	1010
17.	West Bengal	6	650
18.	Jharkhand	1	50
19.	Punjab	6	5534
20.	Rajasthan	1	450
21.	Tamil Nadu	44	20650
22.	Tripura	2	600
23.	Utter Pradesh	21	1550
24.	Uttarakhand	6	6108
25.	Puducherry	5	890

**Statement – II**

*Biofertiliser Production in India During the Period from 2008-09 to 2012-13*

S. No.	Name of the State	Actual production of biofertilizers in MT during years				
		2008-09	2009-10	2010-11	2011-12	2012-13
1	2	3	4	5	6	7
1.	Andhra Pradesh	168.136	1345.28	999.60	1126.35	1335.74
2.	Arunachal Pradesh	0.00	0.00	0.00	0.00	0.00

1	2	3	4	5	6	7
3.	Assam	129.3552	121.04	130.00	68.33	89.00
4.	Bihar	0.00	0.00	136.26	75.00	52.40
5.	Chhatisgarh	0.00	0.00	0.00	276.34	501.63
6.	Delhi	1165.1	1021.85	1205.00	1617.00	0.00
7.	Gujarat	1149.695	1309.19	6318.00	2037.35	978.48
8.	Goa	0.00	0	443.40	0	370.00
9.	Haryana	14.25	6.195	6.53	914.41	5832.61
10.	Himachal Pradesh	0.00	8.5	9.00	1.29	0.00
11.	Jharkhand	15.0	15.0	0.00	8.38	35.30
12.	Karnataka	11921.057	3695.5	6930.00	5760.32	7683.72
13.	Kerala	1187.001	1936.451	3257.00	904.17	1045.64
14.	Madhya Pradesh	848.448	1587.6775	2455.57	2309.06	1408.08
15.	Maharashtra	1249.87	1861.33	2924.00	8743.69	5897.91
16.	Manipur	0.00	0.00	0.00	0.00	0.00
17.	Mizoram	1.996	2.5	2.00	0.00	0.00
18.	Meghalaya	0.00	0.00	0.00	0.00	0.00
19.	Nagaland	16.0092	18.25	21.50	13.00	7.45
20.	Odisha	405.03	289.867	357.66	590.12	407.10
21.	Punjab	1.14	301.232	2.50	692.22	2311.33
22.	Puducherry	561.7924	452.79	783.00	509.45	621.00
23.	Rajasthan	353.67	805.571	819.75	199.78	982.00
24.	Sikkim	0.00	0.00	0.00	0.00	9.50
25.	Tamil Nadu	4687.818	3732.5862	8691.00	3373.81	11575.70
26.	Tripura	14.68	278.402	850.00	1542.85	514.00
27.	Uttar Pradesh	885.5174	962.6417	1217.45	8695.08	1310.02
28.	Uttarakhand	48.23	32.00	45.00	263.01	2758.21
29.	West Bengal	241.24	256.5	393.39	603.20	1110.00
Total		25065.0352	20040.3534	37997.61	40324.21	46836.82

Source: Compiled by NCOF (Data as provided by Production Units / State Governments).

**Cattle Smuggling on in Do-Bangladesh Border**

\*116. SHRI PRATAPRAO JADHAO:

SHRI CHANDRA KANT KHAIRE:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether several cases of smuggling of cattle on the Indo-Bangladesh border have come to the notice of the Government;

(b) if so, the number of such cases reported, animals seized and smugglers apprehended during the current year;

(c) whether the role of Indian security personnel deployed along the Indo-Bangladesh border has been monitored/investigated in this regard;

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

(e) the measures taken by the Government to check smuggling along the border?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) Instances of cattle smuggling have been reported along the Indo-Bangladesh Border. The details of the number of cases, cattle seized and smugglers apprehended during the current year are as follows:-

Year	No. of cases	No. of cattle heads seized	No. of cattle smugglers apprehended
2014 (upto 30.6.2014)	5504	47831	130

(c) and (d) The Border Security Force(BSF) has been deployed as a Border Guarding Force(BGF) along the Indo-Bangladesh Border. The role of BSF personnel deployed along the Indo-Bangladesh border is being continuously monitored. As and when any case of negligence/connivance by BSF personnel on duty is detected, the same is investigated by conducting a Court of Inquiry and if found guilty, they are punished as per BSF Act and Rules.

(e) The Government has adopted a multi-pronged approach for effective domination and to check trans-

boarder crimes including cattle smuggling along the international borders of the country. The steps take in this regard inter-alia includes:

- Effective domination and to check trans-border crimes including cattle smuggling along the international borders of the country. The steps taken in this regard inter-alia includes:
- Effective domination of the border by carrying out round the clock surveillance of the borders by patrolling nakas (border ambushes) and by deploying observation posts all along the international borders of the country. The riverine segments of international borders of the country are being patrolled and dominated with the help of water crafts/speed boats/floating Border Out Posts (BOPs) of Border Security Force (BSF) water wings.
- Construction of fence, patrol roads, floodlighting systems and additional Border Out Posts.
- Introduction of force multipliers and Hi-Tech surveillance equipments. Continuous efforts are made to procure the latest surveillance equipments fully equipped with day and night vision devices for further enhancing the border domination.
- Vulnerability mapping of the Border Out Posts (BOPs) which are sensitive with regard to cattle smuggling has been carried out and 33 most vulnerable BOPs have been identified. These BOPs have been strengthened by deploying additional man power, Special Surveillance Equipment, vehicles and other infrastructure support.
- Up-gradation of intelligence network and co-ordination with sister agencies, conduct of special operations along the border.
- Maximum use of non-lethal weapon to demoralize the cattle smugglers along with minimizing the loss of civilian lives.
- In addition to above, Government of India has sanctioned 16 Battalions to augment BOPs in riverine/hilly/vulnerable segments on Indo-Bangladesh Border.

**National Crop Insurance Programme**

\*117. SHRI GANESH SINGH:

SHRI RAVNEET SINGH:

Will the Minister of AGRICULTURE be pleased to state:

(a) the number of farmers covered under the National Crop Insurance Programme (NCIP), State/UT-wise;

(b) whether the Government has made any assessment of the loss suffered and compensation to be paid in various States in regard to NCIP;

(c) if so, the details thereof along with the States which have furnished claims for the compensation under NCIP, State/UT-wise; and

(d) the details of the amount disbursed to various States including Madhya Pradesh against the claims during each of the last three years and the current year?

THE MINISTER OF AGRICULTURE (SHRI RADHA MOHAN SINGH): (a) to (d) State-wise details of number of farmers covered under National Crop Insurance Programme (NCIP) and claims admissible thereunder in respect of Rabi 2013-14 given in the enclosed Statement - I. State/UT-wise claims disbursed under National Agricultural Insurance Scheme, Pilot Modified National Agricultural Insurance Scheme (MNAIS) and Pilot Weather Based Crop Insurance Scheme (WBCIS) for the years 2011-12, 2012-13 and Kharif 2013, are given in the enclosed Statement - II.

**Statement – I**

*Farmers Insured & Claims for Rabi 2013-14 under NCIP*

(Rs. In lakh)

S. No.	States / UTs.	No. of Farmers covered (insured)				Claims for Compensation*			
		WBCIS	MNAIS	CPIS	Total	WBCIS	MNAIS	CPIS	Total
1.	Andhra Pradesh	8136	21888		30024				
2.	Assam	859	827		1686	6.91	0.24		7.15
3.	Bihar	2153325			2153325	15852.93			15852.93
4.	Chhattisgarh	98415			98415	7299.42			7299.42
5.	Haryana	92089	48127		140216	697.05			697.05
6.	Himachal Pradesh	33317			33317				
7.	Jammu and Kashmir	8662			8662				
8.	Jharkhand	68801	9666		78467	517.12			517.12
9.	Karnataka	4173	51100	8	55281	158.95			158.95
10.	Kerala	17095		7221	24316	234.85		66.59	301.44
11.	Madhya Pradesh	22364	57402		79766	1570.97			1570.97
12.	Maharashtra	52095		4972	57067	1300.24			1300.24
13.	Odisha		53405	391	53796				
14.	Rajasthan	2609690	1683663		4293353	42643.96			42643.96
15.	Tamilnadu		91642	1224	92866			28.52	28.52
16.	Uttar Pradesh	97687	775378		873065	163.12	14213.73		14376.85
17.	Uttarakhand	5219	6627		11846	91.80			91.80
18.	West Bengal	904	295786		296690	9.00			9.00
	<b>Total</b>	<b>5272831</b>	<b>3095511</b>	<b>13816</b>	<b>8382158</b>	<b>70546.32</b>	<b>14213.97</b>	<b>95.11</b>	<b>84855.40</b>

\* As raised upto 10/7/14

**Statement – II**

*State-wise Claims Disbursed under NAIS, WBCIS & MNAIS during 2011-12*

(Rs. In lakh)

S. No.	States / Uts	NAIS		Pilot WBCIS		Pilot MNAIS		Total	
		Admissible Claims	Claims Paid	Admissible Claims	Claims Paid	Admissible Claims	Claims Paid	Admissible Claims	Claims Paid
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	32305	24128*	20889	20885	1019	1019	54214	46032
2.	Andaman and Nicobar	5	5					5	5
3.	Assam	347	0*			28	28	375	28
4.	Bihar	272	0	13325	4901*	613	613	14210	5514
5.	Chhattisgarh	1261	1261	4755	4755			6017	6017
6.	Gujarat	31904	31904	136	136			32040	32040
7.	Haryana	878	2*	839	776	3476	3476	5193	4255
8.	Himachal Pradesh	3	0	2492	2491			2495	2491
9.	Jharkhand	159	142	436	27*	2	2	597	172
10.	Karnataka	13990	13309*	999	999	2818	2717	17808	17025
11.	Kerala	54	54	239	239			294	294
12.	Madhya Pradesh	30886	30879	9728	9728	55	55	40669	40663
13.	Maharashtra	17495	17489	4433	4424			21928	21913
14.	Manipur	70	70					70	70
15.	Meghalaya	4	4					4	4
16.	Mizoram					9	9	9	9
17.	Odisha	68423	68324	1655	1655	41	41	70119	70020

18. Puducherry	54	54					54	54
19. Rajasthan	0	0	56370	56331	1449	1449	57818	57779
20. Tamilnadu	2944	2941	289	263	3615	3615	6849	6819
21. Uttar Pradesh	3972	3972	65	65	139	139	4176	4176
22. Uttarakhand	17	17	559	559	98	97	674	672
23. West Bengal	5839	3481*	424	424	4488	4488	10751	8393
<b>Total</b>	<b>210884</b>	<b>198037</b>	<b>117633</b>	<b>108658</b>	<b>17851</b>	<b>17747</b>	<b>346367</b>	<b>324443</b>

\* Pending verification, contribution of State Govt. etc.

*State-wise Claims Disbursed under NAIS, WBCIS & MNAIS during 2012-13*

1. Andhra Pradesh	7857	0*	35502	35503	42813	42808	86173	78311
2. Andaman and Nicobar	11	11					11	11
3. Assam	193	193			88	42	281	236
4. Bihar			49014	5515*	4710	0*	53724	5515
5. Chhatisgarh	161	161	1285	1285			1446	1445
6. Gujarat	220230	219039					220230	219039
7. Haryana	8	8	2233	1924	683	458*	2925	2391
8. Himachal Pradesh	73	73	963	734			1036	807
9. Jharkhand	956	919	893	389*	19	0	1869	1308
10. Karnataka	15598	15598	4372	4289	5009	5009	24979	24896
11. Kerala	480	371	599	599			1079	970
12. Madhya Pradesh	39188	39189			18	18	39207	39208
13. Maharashtra	76357	58836*	9988	9988			86345	68824
14. Manipur	467	467					467	467
15. Mizoram					1	1	1	1

113 Written Answers

ASHADHA 24, 1936 (Saka)

to Question 114

1	2	3	4	5	6	7	8	9	10
16.	Odisha	6662	6663	266	266	297	0*	7225	6930
17.	Puducherry	17	17				«	17	17
18.	Rajasthan			83955	81524	7413	4541*	91368	86065
19.	Tamilnadu	92932	75503*	1102	786*	5889	5289	99923	81578
20.	Uttar Pradesh	3796	3796	485	190	92	84	4374	4070
21.	Uttarakhand	59	59	2452	2429	6	6	2517	2494
22.	West Bengal	4313	1376*	90	9	2875	0*	7277	1386
Total		469359	422282	193201	145430	69914	58257	732473	625969

\* Pending verification, contribution of State Govt. etc.

*State-wise Claims Disbursed under NAIS, WBCIS & MNAIS during year 2013-14 (Kharif 2013 only)*

1.	Andhra Pradesh					32182	0*	32182	0
2.	Andaman and Nicobar	118	0*					118	0
3.	Bihar			40712	40712	23553	0*	64264	40712
4.	Chhattisgarh	1617	1617					1617	1617
5.	Gujarat	3539	0*					3539	0
6.	Haryana			733	0*	144	0	877	0
7.	Himachal Pradesh	37	0	4	3			41	3
8.	Jharkhand	16	0	2335	0*			2351	0
9.	Karnataka			2510	2402	3000	0*	5510	2402
10.	Kerala	3	0					3	0
11.	Madhya Pradesh	297675	0*	605	105*	2	2	298283	107
12.	Maharashtra	8841	0*	369	287			9211	287
13.	Meghalaya	5	0					5	0



14. Odisha	39735	0*			12557	12216	52293	12216
15. Puducherry	4	0					4	0
16. Rajasthan			15097	11401*	4045	188*	19142	11590
17. Tamilnadu	50	0					50	0
18. Uttar Pradesh	4642	4345	2481	0*	3	0	7127	4345
19. Uttarakhand	5	5	383	210	228	228	616	443
20. West Bengal			9	6			9	6
<b>Total</b>	<b>356287</b>	<b>5967</b>	<b>65238</b>	<b>55126</b>	<b>75715</b>	<b>12635</b>	<b>497239</b>	<b>73728</b>

\* Pending verification, contribution of State Govt. etc.

[English]

**Naxal Attacks**

\*118. SHRI RAJAN VICHARE:

SHRI KAPIL MORESHWAR PATIL:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of naxal attacks reported, the number of civilians and security Personnel killed/injured and the naxalites arrested/killed during the current year, State/UT-wise;

(b) whether there are reports of external/foreign assistance to naxalites in the country;

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

(d) whether the Government proposes to adopt an integrated approach and enact an exclusive legislation on the naxal issue and;

(e) if so, the details thereof and the other measures initiated by the Government to deal with naxalism in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) The state-wise details of incidents of LWE violence, civilians killed, security forces personnel killed, maoists killed and maoists arrested during the current year (up to 07.07.2014) are given in the enclosed Statement. The details of civilians and security forces personnel injured are not centrally maintained.

(b) and (c) No specific intelligence inputs are available to indicate that the maoists/naxalites are getting external/foreign assistance in the country. However, the CPI (Maoist) party have close links with foreign maoist organizations in Philippines, Turkey etc. The outfit is also a member of the Coordination Committee of Maoist Parties and Organisations of South Asia (CCOMPOSA). The maoist parties of South Asian countries are members of this conglomerate. Besides, Left Wing Extremist (LWE) groups have participated in conferences/seminars conducted in Belgium and Germany. The so-called 'People's War' being waged by the CPI(Maoist) against the Indian State has also drawn support from several maoist fringe organisations located in Germany, France, Holland, Turkey, Italy etc.

The recovery of arms and ammunitions of foreign origin from the Left Wing Extremists in different encounters/operations is an indication of the fact that they are procuring weapons from different sources also. Moreover, the possibility of some front organizations of the CPI(Maoist) clandestinely getting foreign funds cannot be ruled out. Inputs also indicate that some senior cadres of the Communist Party of the Philippines imparted training to the cadres of CPI(Maoist) in 2005 and 2011.

The Government is closely monitoring the situation and taking appropriate action as required. Such matters, as and when they come to the notice of this Ministry, are taken up with the Ministry of External Affairs, who take up the issue with the countries concerned at the diplomatic level.

(d) and (e) The Central Government has a four pronged strategy to tackle LWE insurgency - Security Related Measures; Development Related Measures; Ensuring Rights & Entitlements of Local Communities and Public Perception Management, wherein it supplements the efforts of the State Governments.

In security related interventions, apart from directly deploying Central Armed Police Forces (CAPFs), the Government of India provides assistance for capacity building of the states through schemes like the Security Related Expenditure (SRE) Scheme, the Special Infrastructure Scheme(SIS), the Construction/ Strengthening of Fortified Police Stations Scheme etc. In addition, other security related interventions include providing helicopters to States, setting up of Counter Insurgency and Anti Terrorism (CIAT) schools, assistance to raise India Reserve Battalions (IRB), modernization and upgradation of the State Police and their Intelligence apparatus under the Scheme for Modernization of State Police Forces (MPF scheme) etc.

On the development front, the Central Government is implementing special schemes for LWE affected areas like the Additional Central Assistance (ACA) Scheme (in place of old Integrated Action Plan), the Road Requirement Plan-I (RRP-I) etc.

To ensure Rights & Entitlements of local communities, the Central Government has enacted the Scheduled Tribes and other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 to recognise and

vest the forest rights and occupation in forest land in forest dwelling scheduled tribes and other traditional forest dwellers, who have been residing in such forests for generations, but whose rights could not be recorded. The Rules were notified on 01.01.2008 have been further amended on 06.09.2012 to ensure better implementation. The Ministry of Tribal Affairs have also issued comprehensive guidelines on 12.07.2012 on issues relating to implementation of the Act.

Under Public Perception Management, the Central Government is implementing the Media Plan to convey the Government's view to the people of LWE affected areas through the Media.

It is the belief of the Government of India that a combination of calibrated police action, focused development efforts and improvement in governance are the effective instrumentalities to combat LWE insurgency in the long-term.

### Statement

#### *State-wise Details of Incidents of LWE Violence Civilians Killed, Security Forces (SFs) killed, Maoists Killed and Maoists Arrested in 2014 (upto 07th July)*

S. No.	State	No. of Incidents	Civilians killed	Security Forces Killed	Maoists Killed	Maoists Arrested
1.	Andhra Pradesh	11	1	0	3	16
2.	Assam	0	0	0	0	1
3.	Bihar	98	18	6	1	207
4.	Chhattisgarh	179	34	37	19	231
5.	Jharkhand	197	40	6	2	174
6.	Kerala	1	0	0	0	0
7.	Madhya Pradesh	2	0	0	0	3
8.	Maharashtra	45	12	11	8	3
9.	Odisha	65	13	0	5	48
10.	Telangana	8	3	1	0	23
11.	Uttar Pradesh	0	0	0	0	1
12.	West Bengal	0	0	0	0	5
Total		606	121	61	38	712

### Illegal Bangladeshi Immigrants

\*119. SHRI BADRUDDIN AJMAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware that a large number of illegal Bangladeshi immigrants are allegedly staying in different parts of the country;

(b) if so, the details thereof including the number of such immigrants staying illegally in the country, State/UT-wise;

(c) whether the Government has initiated any action to deport these illegal immigrants; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RIJJU): (a) and (b) There are reports of Bangladeshi nationals having entered the country without valid travel documents. Since entry of such Bangladeshi nationals into the country is clandestine and surreptitious, it is not possible to have accurate data of such Bangladeshi Nationals living in

various parts of the country. A number of Bangladeshi nationals who have entered into India on valid travel documents have been found to be overstaying. As per information available, as on 31.12.2012, 16,530 Bangladeshi Nationals who came to India with valid travel documents were found to be overstaying.

(c) Central Government is vested with powers to deport a foreign national illegally staying in the country under section 3(2)(c) of the Foreigners Act, 1946. The powers to identify and deport such illegally staying foreign nationals have also been delegated to the State Governments/ Union Territory Administrations. A revised

procedure for detection and deportation of illegal Bangladeshi immigrants has also been set out and circulated to State Government/Union Territory Administrations in November, 2009, which has been partially modified in February, 2011, and further modified in February, 2013. The procedure includes sending back then and there, the illegal immigrants who are intercepted at the border while entering India unauthorisedly.

(d) State-wise details of Bangladeshi Nationals deported from India during last three years *i.e.* 2011 to 2013 are given in the enclosed Statement.

**Statement**

*State Wise Statistics of BD Nationals Deported from India During 2011-2013.*

S. No.	STATE	2011	2012	2013
1.	Andhra Pradesh	09	51	28
2.	Arunachal Pradesh	—	—	—
3.	Assam	2414	66	—
4.	Bihar	14	14	04
5.	Chhattisgarh	01	01	—
6.	Goa (Panaji)	—	—	—
7.	Gujarat	18	—	03
8.	Haryana	103	150	44
9.	Himachal Pradesh	04	—	—
10.	Jammu and Kashmir	—	03	—
11.	Jharkhand	—	—	01
12.	Karnataka	03	07	03
13.	Kerala	01	39	08
14.	Madhya Pradesh	04	—	—
15.	Maharashtra	141	602	638
16.	Manipur	—	—	--
17.	Meghalaya	62	226	129
18.	Mizoram	—	02	04
19.	Nagaland	—	—	—
20.	Odisha	49	49	—

S. No.	STATE	2011	2012	2013
21.	Punjab	30	24	18
22.	Rajasthan	63	69	44
23.	Sikkim	—	—	—
24.	Tamil Nadu	—	—	01
25.	Tripura	2127	1778	1261
26.	Uttar Pradesh	33	34	13
27.	Uttarakhand	06	08	01
28.	West Bengal	1622	2458	2360
29.	Delhi	12	902	674
30.	Andaman and Nicobar	45	54	—
31.	Chandigarh	—	—	—
32.	Dadra and Nagar Haveli	—	—	—
33.	Daman and Diu	—	—	—
34.	Lakshadweep	—	—	—
35.	Puducherry	—	—	—
TOTAL		6761	6537	5234

[Translation]

#### National Horticulture Mission

\*120. SHRI P.P. CHAUDHARY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government is implementing the National Horticulture Mission in the country and if so, the number of districts covered under the Mission, State-wise;

(b) whether the Government has received any proposals from the States including Rajasthan for inclusion of some more districts under this Mission, if so, the details thereof and the action taken by the Government thereon; and

(c) the funds allocated, released and utilised by various States under the Mission during each of the last three years and the current year, State/UT-wise?

THE MINISTER OF AGRICULTURE (SHRI RADHA MOHAN SINGH): (a) Yes, Madam. National Horticulture Mission (NHM) has been subsumed under the Mission for

Integrated Development of Horticulture (MIDH), which is being implemented in all States/UTs of the country. A total of three hundred and eighty four (384) districts are covered in 19 States and 4 UTs under the National Horticulture Mission, while one hundred and thirty seven (137) districts of eight North Eastern and three Himalayan States are covered under the Horticulture Mission for North East and Himalayan States (HMNEH). State-wise number of districts covered under NHM and HMNEH are as per details are given the enclosed Statement - I.

(b) Some States, including Bihar, Uttar Pradesh, Chhattisgarh and Rajasthan, have requested for inclusion of more districts under NHM. The National Horticulture Mission (NHM) envisages a cluster approach for development of horticultural crops, in accordance with their comparative advantage based on agro climatic conditions, potential for development and marketing opportunities. Inclusion of more districts under this programme would lead to diffusion of scarce resources. States have been advised to utilize funds from Rashtriya

Krishi Vikas Yojana (RKVY) for horticulture development in Non-NHM districts.

(c) State wise details of funds allocated, released and utilized during the last three years and the current year are given in the enclosed Statement - II.

**Statement – I**

*State-wise Districts Covered*

*I. Under National Horticulture Mission (NHM), 2013-14:*

S. No.	Name of State/UT	No. of Districts
1.	Andaman and Nicobar	Two (2)
2.	Andhra Pradesh	Eleven (11)
3.	Bihar	Twenty Three (23)
4.	Chhattisgarh	Nineteen (19)
5.	Dadra and Nagar Haveli	One (1)
6.	Delhi	One (1)
7.	Goa	Two (2)
8.	Gujarat	Fifteen (15)
9.	Haryana	Eighteen (18)
10.	Jharkhand	Seventeen (17)
11.	Karnataka	Thirty (30)
12.	Kerala	Fourteen (14)
13.	Lakshadweep	One (1)
14.	Maharashtra	Thirty Three (33)
15.	Madhya Pradesh	Thirty Nine (39)

S. No.	Name of State/UT	No. of Districts
16.	Odisha	Twenty Four (24)
17.	Punjab	Eighteen (18)
18.	Puducherry	Four (4)
19.	Rajasthan	Twenty Four (24)
20.	Tamil Nadu	Twenty (20)
21.	Telangana	Nine (9)
22.	Uttar Pradesh	Forty Five (45)
23.	West Bengal	Fourteen (14)
Total		384

*II. Under Horticulture Mission for North East and Himalayan States (HMNEH):*

1.	Arunachal Pradesh	Sixteen (16)
2.	Assam	Twenty Seven (27)
3.	Himachal Pradesh	Twelve (12)
4.	Jammu and Kashmir	Twenty Two (22)
5.	Manipur	Nine (9)
6.	Meghalaya	Seven (7)
7.	Mizoram	Eight (8)
8.	Nagaland	Eleven (11)
9.	Sikkim	Four (4)
10.	Tripura	Eight (8)
11.	Uttarakhand	Thirteen (13)
Total		137

**Statement – II**

*National Horticulture Mission - Allocation, Released and Utilization of Funds*

(Rs. in crore)

S. No.	States/UTs.	2011-12			2012-13		
		Allocation (GOI share)	Release	Utilization	Allocation	Release	Utilization
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	105.40	92.70	92.70	116.45	87.34	121.34
2.	Bihar	34.00	20.00	32.12	46.75	35.06	30.11

1	2	3	4	5	6	7	8
3.	Chhattisgarh	93.50	85.00	98.04	106.25	91.36	70.28
4.	Goa	2.98	2.00	2.39	3.40	1.25	2.38
5.	Gujarat	76.50	92.78	89.46	106.25	100.13	92.87
6.	Haryana	80.75	76.23	58.66	90.95	90.62	82.00
7.	Jharkhand	51.00	42.16	47.20	63.75	47.81	61.94
8.	Karnataka	106.25	99.71	106.88	119.00	113.04	90.00
9.	Kerala	65.45	53.45	60.36	72.25	35.00	31.50
10.	Madhya Pradesh	72.25	55.00	59.34	55.25	30.09	23.00
11.	Maharashtra	127.50	93.75	139.40	136.00	127.87	93.04
12.	Odisha	53.55	46.73	52.13	68.00	65.80	68.60
13.	Punjab	46.75	46.74	47.69	62.90	57.90	58.16
14.	Rajasthan	59.50	40.00	41.44	80.75	41.20	49.09
15.	Tamil Nadu	123.25	62.00	42.63	68.00	56.00	98.90
16.	Telangana	NA	NA	NA	NA	NA	NA
17.	Uttar Pradesh	102.00	51.00	48.06	59.50	32.36	23.00
18.	West Bengal	42.5	25.50	14.22	38.25	19.00	30.53
19.	Delhi	4.00	3.00	2.19	2.57	0.00	0.00
20.	Puducherry	1.28	0.64	0.77	0.91	0.46	0.52
21.	Adaman and Nicobar Islands	4.00	3.00	1.11	6.97	2.65	2.05
22.	Lakshadweep	0.00	0.00	0.00	0.00	0.00	0.00
23.	Dadra and Nagar Haveli	0.00	0.00	0.00	0.00	0.00	0.00

\*Provisional figures

Note: Utilization reported is inclusive of unspent balance of previous year.

S. No.	States/UTs.	2013-14			2014-15	
		Allocation	Release	Utilization	Allocation	Release (as on 9/7/2014)
1	2	9	10	11	12	13
1.	Andhra Pradesh	127.50	91.06	91.06	87.75	54.68
2.	Bihar	42.50	20.00	31.00	42.50	0.00
3.	Chhattisgarh	114.75	90.62	105.00	120.70	54.88

1	2	9	10	11	12	13
4.	Goa	4.25	4.00	1.33	4.68	0.00
5.	Gujarat	119.00	119.00	108.26	130.90	52.47
6.	Haryana	102.00	93.44	103.25	112.20	45.45
7.	Jharkhand	68.00	50.04	40.15	68.00	29.69
8.	Karnataka	119.00	69.74	55.01	124.95	0.00
9.	Kerala	85.00	30.00	26.00	85.00	25.00
10.	Madhya Pradesh	80.75	75.00	61.00	89.25	32.22
11.	Maharashtra	144.50	674.60	657.50	158.95	50.00
12.	Odisha	85.00	84.10	85.00	93.50	46.75
13.	Punjab	63.75	58.19	57.71	70.13	28.50
14.	Rajasthan	85.00	62.50	57.00	89.25	27.67
15.	Tamil Nadu	97.75	92.87	106.50	107.95	30.37
16.	Telangana	NA	NA	NA	70.25	0.00
17.	Uttar Pradesh	59.50	35.00	39.50	68.00	22.32
18.	West Bengal	42.50	8.00	30.53	42.50	0.00
19.	Delhi	0.00	0.00	0.00	2.55	0.00
20.	Puducherry	0.85	0.75	0.50	1.70	0.00
21.	Adaman and Nicobar Islands	3.00	1.32	1.01	5.00	0.00
22.	Lakshadweep	0.85	0.00	0.00	1.00	0.00
23.	Dadra and Nagar Haveli	1.11	0.25	0.15	1.11	0.00

\*Provisional figures

Note: Utilization reported is inclusive of unspent balance of previous year.

*State-wise Allocation, Release & Utilization under Horticulture Mission for North East and Himalayan States (HMNEH) During Last Three Years and Current Year.*

(Rs. in crores)

S. No.	States	2011-12			2012-13		
		Allocation	Release	Utilization	Allocation	Release	Utilization
1	2	3	4	5	6	7	8
1.	Arunachal Pradesh	43.64	43.64	43.64	48.95	47.42	47.42
2.	Assam	25.00	25.00	25.00	30.80	37.49	37.49
3.	Manipur	46.50	46.50	46.50	48.93	48.93	48.93
4.	Meghalaya	34.45	34.45	34.45	35.05	29.00	29.00
5.	Mizoram	39.85	38.35	38.35	43.10	43.10	43.10



1	2	3	4	5	6	7	8
6.	Nagaland	45.55	45.55	45.55	43.55	43.55	43.55
7.	Sikkim	42.51	42.51	42.51	43.30	42.89	42.89
8.	Tripura	39.50	39.50	39.50	44.80	44.80	44.80
9.	Jammu and Kashmir	33.58	33.58	33.58	35.20	18.25	18.25
10.	Himachal Pradesh	35.31	35.31	35.31	30.00	27.55	27.55
11.	Uttarakhand	30.00	30.00	30.00	19.35	10.23	10.23

\* Provisional Figures

S. No.	States	2013-14			2014-15	
		Allocation	Release	Utilization*	Allocation	Release (as on 09.07.2014)
1	2	9	10	11	12	13
1.	Arunachal Pradesh	48.00	46.61	46.61	50.00	23.77
2.	Assam	48.00	48.00	48.00	48.00	0.00
3.	Manipur	58.00	58.00	58.00	50.00	24.17
4.	Meghalaya	40.00	40.00	40.00	40.00	0.00
5.	Mizoram	48.00	48.00	48.00	52.00	0.00
6.	Nagaland	48.00	47.45	47.45	52.00	0.00
7.	Sikkim	49.97	49.36	49.36	49.00	24.50
8.	Tripura	56.18	56.14	56.14	54.00	27.00
9.	Jammu and Kashmir	30.00	29.43	24.89	60.00	0.00
10.	Himachal Pradesh	32.00	26.19	24.00	48.00	0.00
11.	Uttarakhand	30.00	30.00	20.02	46.00	15.51

\* Provisional Figures

[English]

### Consumption of Fertilizers

586: SHRI B.SRIRAMULU: Will the Minister of CHEMICALS and FERTILIZERS be pleased to state:

(a) whether the consumption of chemical fertilizers has witnessed an increasing trend during the last three years and the current year;

(b) if so, the details thereof indicating the consumption of various chemical fertilizers in the country during the above period, state-wise;

(c) whether the Government has conducted/ proposes to conduct any study to find out the reasons for the increasing consumption of chemical fertilizers;

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

(e) if not, the reasons therefor and the steps taken by the Government to create awareness amongst farmers for the balance use of fertilizers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI NIHAL CHAND): (a) and (b) The details of consumption (sales) of chemical fertilizers during the last three years and current year (upto June, 2014) are given below:-

&lt;Sales figures in LMT&gt;

Year	Urea Sales	DAP Sales	MOP Sales	NPK Sales	Total	% variation over previous year
2011-12	294.77	111.95	29.92	113.94	550.58	-
2012-13	301.58	92.22	21.34	77.29	492.43	-10.56
2013-14	304.54	68.55	21.92	75.17	470.18	-4.51
2014-15 Upto June,2014	64.55	11.44	4.31	13.28	93.58	

It can be seen from the table above that the combined sales of fertilizers have shown a decreasing trend.

A statement showing state-wise consumption (sales) of various chemical fertilizers during the last three years and current year upto June, 2014) is enclosed.

(c) and (d) As per information furnished by Indian Council of Agricultural Research (ICAR), the increase/decrease in fertilizer application/usage depends on crop acreage, type of soil and its fertility status, types of crops grown and its nutrient requirement, method & mode of fertilizer application, irrigation facilities, rainfall, timely availability of fertilizer, fertilizer prices and farmers' affordability etc

(e) Steps taken by Department of Agriculture and Cooperation (DAC) to create awareness among farmers for balanced use of fertilizers are as below:

- (i) Training of farmers including demonstration: Under National Mission on Sustainable Agriculture, financial assistance for two days training to farmers including demonstration on balanced use of fertilizers is provided

@Rs 10,000/- per training through State Government/ICAR/SAUs/Fertilizer Industry.

- (ii) Frontline Field Demonstration(FFD): Under National Mission on Sustainable Agriculture, for confidence building of farmers about usefulness of balanced use of fertilizers, soil testing laboratories conduct FFD on balanced use of fertilizers and financial assistance @ Rs 20,000/- per FFD is provided.
- (iii) Under National Mission on Agricultural Extension & Technology also, activities such as capacity building of extension functionaries and farmers, front line demonstrations, exposure visits, kisan melas, farmers group mobilization, farm schools and farmers-scientists interaction etc are taken up. Through these activities, latest agriculture technologies are disseminated to farmers of the country including creating awareness among farmers for the balanced use of fertilizers. Further information on judicious use of fertilizers are also broadcast through Krishi Darshan, Kisan Vani programme, and through focused advertisement campaign under Mass Media scheme implemented through DAC.

#### Statement

Statement Showing State Wise Sales of Fertilizers During 2011-12 to 2014-15 (Upto June '14)

State	YEAR	UREA	DAP	MOP	NPK
Andaman and Nicobar	2011-12	0.01	0.00	0.01	0.01
	2012-13	0.01	0.01	0.00	0.01
	2013-14	0.01	0.01	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00

State	YEAR	UREA	DAP	MOP	NPK
Andhra Pradesh	2011-12	29.34	10.39	3.82	23.58
	2012-13	28.51	6.48	3.14	17.59
	2013-14	34.87	6.15	3.26	19.75
	2014-15	3.41	0.31	0.13	1.33
Arunachal Pradesh	2011-12	0.01	0.00	0.00	0.00
	2012-13	0.01	0.00	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00
Assam	2011-12	2.68	0.29	0.91	0.05
	2012-13	2.62	0.33	0.58	0.06
	2013-14	2.67	0.29	0.80	0.05
	2014-15	0.89	0.04	0.05	0.02
Bihar	2011-12	18.12	4.41	1.26	3.56
	2012-13	21.01	5.41	1.14	3.00
	2013-14	18.71	3.60	1.40	1.72
	2014-15	3.84	0.23	0.11	0.24
Chandigarh	2011-12	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00
Chattisgarh	2011-12	6.30	2.59	0.83	1.97
	2012-13	7.06	2.33	0.66	1.04
	2013-14	6.34	2.44	0.56	0.75
	2014-15	2.30	0.96	0.19	0.28
Dadra and Nagar Haveli	2011-12	0.01	0.01	0.00	0.00
	2012-13	0.01	0.01	0.00	0.00
	2013-14	0.01	0.01	0.00	0.00
	2014-15	0.01	0.01	0.00	0.00
Daman and Diu	2011-12	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00

State	YEAR	UREA	DAP	MOP	NPK
Delhi	2011-12	0.01	0.00	0.00	0.00
	2012-13	0.02	0.00	0.00	0.00
	2013-14	0.08	0.00	0.00	0.00
	2014-15	0.01	0.00	0.00	0.00
Goa	2011-12	0.05	0.03	0.02	0.05
	2012-13	0.04	0.02	0.01	0.03
	2013-14	0.04	0.02	0.01	0.03
	2014-15	0.01	0.00	0.00	0.00
Gujarat	2011-12	21.18	6.80	1.72	7.09
	2012-13	19.24	3.95	0.79	4.58
	2013-14	20.78	3.79	1.11	4.60
	2014-15	4.72	0.97	0.25	1.37
Harayana	2011-12	19.15	8.33	0.46	0.72
	2012-13	20.34	6.87	0.21	0.26
	2013-14	18.45	3.08	0.24	0.10
	2014-15	4.05	0.11	0.16	0.06

*Statement Showing State Wise Sales of Fertilizers During 2011-12 to 2014-15 (Upto June'14)*

Himachal Pradesh	2011-12	0.61	0.00	0.07	0.33
	2012-13	0.65	0.00	0.07	0.17
	2013-14	0.64	0.00	0.09	0.22
	2014-15	0.18	0.00	0.00	0.03
Jammu and Kashmir	2011-12	1.19	0.65	0.09	0.00
	2012-13	1.44	0.50	0.16	0.00
	2013-14	1.26	0.54	0.18	0.02
	2014-15	0.40	0.21	0.05	0.01
Jharkhand	2011-12	2.16	0.68	0.06	0.47
	2012-13	1.98	0.54	0.03	0.26
	2013-14	1.63	0.29	0.03	0.16
	2014-15	0.36	0.06	0.00	0.09
Karnataka	2011-12	14.45	9.07	3.64	16.40
	2012-13	14.46	4.04	2.67	9.40

State	YEAR	UREA	DAP	MOP	NPK
	2013-14	14.79	4.56	2.54	10.71
	2014-15	3.28	1.42	0.59	2.29
Kerala	2011-12	1.49	0.41	1.42	2.00
	2012-13	1.36	0.25	0.88	1.53
	2013-14	1.44	0.27	0.96	1.38
	2014-15	0.42	0.09	0.34	0.37
Lakshadweep	2011-12	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00
Madhya Pradesh	2011-12	17.86	10.57	0.75	4.67
	2012-13	18.91	11.07	0.85	2.33
	2013-14	22.84	8.15	0.51	1.99
	2014-15	3.23	1.38	0.15	0.35
Maharashtra	2011-12	25.43	12.22	3.99	19.74
	2012-13	22.92	6.59	3.14	12.80
	2013-14	26.42	5.70	3.26	15.43
	2014-15	7.44	1.39	1.15	3.41
Manipur	2011-12	0.13	0.00	0.00	0.00
	2012-13	0.21	0.00	0.00	0.00
	2013-14	0.18	0.00	0.00	0.00
	2014-15	0.10	0.00	0.00	0.00
Megalaya	2011-12	0.06	0.01	0.00	0.00
	2012-13	0.06	0.00	0.00	0.00
	2013-14	0.05	0.00	0.00	0.00
	2014-15	0.01	0.00	0.00	0.00
Mizoram	2011-12	0.01	0.00	0.00	0.00
	2012-13	0.04	0.00	0.00	0.00
	2013-14	0.06	0.00	0.00	0.00
	2014-15	0.01	0.00	0.00	0.00
Nagaland	2011-12	0.01	0.00	0.00	0.00

State	YEAR	UREA	DAP	MOP	NPK
	2012-13	0.01	0.00	0.00	0.00
	2013-14	0.01	0.00	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00
Odisha	2011-12	5.10	1.73	0.84	3.12
	2012-13	5.26	1.44	0.75	2.29
	2013-14	5.21	1.40	0.89	1.75
	2014-15	1.04	0.31	0.20	0.47

*Statement Showing State Wise Sales of Fertilizers during 2011-12 to 2014-15 (Upto June '14)*

Puducherry	2011-12	0.25	0.03	0.05	0.13
	2012-13	0.19	0.02	0.02	0.13
	2013-14	0.22	0.01	0.02	0.09
	2014-15	0.04	0.00	0.00	0.01
Punjab	2011-12	28.26	9.66	0.69	1.19
	2012-13	28.43	8.71	0.35	0.42
	2013-14	26.18	4.65	0.35	0.28
	2014-15	7.66	1.39	0.12	0.04
Rajasthan	2011-12	16.91	7.07	0.23	1.40
	2012-13	18.46	5.93	0.15	0.84
	2013-14	18.45	4.69	0.03	0.32
	2014-15	2.74	1.13	0.01	0.11
Sikkim	2011-12	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00
Tamil Nadu	2011-12	10.45	3.71	4.16	7.57
	2012-13	9.28	2.33	2.17	5.71
	2013-14	9.11	2.18	2.46	4.71
	2014-15	1.85	0.18	0.44	0.64
Telangana	2011-12	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00
	2014-15	1.69	0.26	0.04	0.87

State	YEAR	UREA	DAP	MOP	NPK
Tripura	2011-12	0.26	0.00	0.05	0.00
	2012-13	0.17	0.02	0.06	0.00
	2013-14	0.20	0.01	0.05	0.01
	2014-15	0.08	0.00	0.00	0.00
Uttar Pradesh	2011-12	58.05	18.15	1.80	11.27
	2012-13	62.56	20.85	1.31	6.62
	2013-14	58.76	14.04	1.10	3.93
	2014-15	11.80	0.61	0.15	0.38
Uttaranchal	2011-12	2.50	0.38	0.04	0.50
	2012-13	2.45	0.27	0.04	0.32
	2013-14	2.76	0.22	0.01	0.34
	2014-15	0.76	0.03	0.00	0.06
West Bengal	2011-12	12.74	4.76	3.02	8.13
	2012-13	13.87	4.25	2.16	7.90
	2013-14	12.39	2.44	2.08	6.82
	2014-15	2.25	0.33	0.18	0.88
Total	2011-12	<b>294.77</b>	<b>111.95</b>	<b>29.92</b>	<b>113.94</b>
	2012-13	<b>301.58</b>	<b>92.22</b>	<b>21.34</b>	<b>77.29</b>
	2013-14	<b>304.54</b>	<b>68.55</b>	<b>21.92</b>	<b>75.17</b>
	2014-15	<b>64.55</b>	<b>11.44</b>	<b>4.31</b>	<b>13.28</b>

#### Manpower for Maintenance of Monuments

587. SHRI DILIPKUMAR MANSUKHLAL GANDHI:

Will the Minister of CULTURE be pleased to state:

(a) whether the Government is aware that many protected monuments in the country are not being maintained for want of adequate manpower and technical staff at various places;

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

(c) whether there are 29 protected monuments in Ahmednagar district of Maharashtra;

(d) if so, whether there is acute shortage of manpower and technical staff to look after these

monuments and if so, the details thereof and the steps taken by the Government in this regard;

(e) whether the Government is also aware that some monuments are being defaced; and

(f) if so, the details thereof and the steps taken in this regard along with the number of vacant posts in Archaeological Department and the time by which the vacant posts are likely to be filled up?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) and (b) No Madam. The protected monuments are well maintained with the available manpower and technical staff at various places.

(c) Yes Madam.

(d) No Madam. Minimum required manpower and technical staff is available to look after these monuments.

(e) The protected monuments are in a good state of preservation.

(f) The details of the vacant posts in Archaeological Survey of India (ASI) are given in the enclosed Statement. The process of filling up vacant posts is continuous and dynamic in nature. Periodic review of vacancies resulting from retirement, resignation, death, etc. is carried out and suitable action is taken with the concerned recruiting agencies to fill up these posts.

**Statement**

*Details of Vacant Posts in  
Archaeological Survey of India (ASI).*

S. No.	Classification of posts	Sanctioned strength	Filled posts	Vacant posts
1.	Group 'A'	233	129	104
2.	Group 'B'	459	353	106
3.	Group 'C'	1599	1262	337
Total		2291	1744	547

**Allocation Under PDS**

588. SHRI JOSE K. MANI: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has reduced the allocation of rice, wheat and sugar to the States including Kerala under the Public Distribution System (PDS);

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

(c) whether some States have urged the Government to restore their earlier quota and/or allocate additional quota for the ensuing festival season;

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

(e) the details of the allocation and offtake of various commodities to/by the States including Kerala during the last two years and the current year, State, commodity and scheme-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) to (e) Government has not reduced allocation of foodgrains and sugar to States/Union Territories (UTs) as may be seen from the State-wise details of allocation and offtake of foodgrains (rice & wheat) under Targeted Public Distribution System (TPDS) during the last two years and the current year is given in the enclosed Statement - I. (a) to (f) and sugar quotas are given in the enclosed Statement - II.

States/UTs, which have not implemented National Food Security Act (NFSA), are being provided allocation under the existing TPDS which is based on March, 2000 population estimates of Registrar General of India (RGI). The States/UTs have been requesting for enhanced allocation of foodgrains as per their current population. Accordingly, additional foodgrains have been allocated to them annually since 2010-11 onwards. During the current year also, Government has allocated 66.45 lakh tons of additional foodgrains to the States/UTs for BPL and APL families and 7.11 lakh tons of foodgrains for festivals, calamity relief etc.

**Statement – I(a)**

*Allocation and Offtake of RICE for the Year 2012-2013 Under TPDS*

S. No.	STATES/UTs	ALLOTMENT			
		BPL	AAY	APL	TOTAL
1	2	3	4	5	6
1.	Andhra Pradesh	1052.09	654.288	2,072.98	3779.352
2.	Arunachal Pradesh	22.452	15.972	53.7	92.124



1	2	3	4	5	6
3.	Assam	475.224	295.692	721.86	1492.776
4.	Bihar	1,253.81	630.252	1.332	1885.392
5.	Chhatisgarh	427.932	301.944	306.48	1036.356
6.	Delhi	33.18	18.024	97.452	148.656
7.	Goa	5.532	6.108	41.94	53.580
8.	Gujrat	173.844	155.604	0	329.448
9.	Haryana	0	0	0	0.000
10.	Himachal Pradesh	57.084	35.436	102.792	195.312
11.	Jammu and Kashmir	151.524	86.244	295.404	533.172
12.	Jharkhand	619.968	385.524	176.58	1182.072
13.	Karnataka	691.392	394.956	1,337.94	2424.288
14.	Kerala	318.792	250.26	618.168	1187.220
15.	Madhya Pradesh	213.648	104.064	0	317.712
16.	Maharashtra	824.076	510.18	553.368	1887.624
17.	Manipur	41.736	26.724	69.408	137.868
18.	Meghalaya	47.376	29.484	84.492	161.352
19.	Mizoram	17.64	10.92	34.092	62.652
20.	Nagaland	25.908	16.056	52.32	94.284
21.	Odisha	1,165.57	531.12	35.197	1731.889
22.	Punjab	0	0	0	0.000
23.	Rajasthan	0	0	0	0.000
24.	Sikkim	11.304	6.936	23.088	41.328
25.	Tamilnadu	1,259.23	783.144	1,515.06	3557.436
26.	Tripura	76.38	47.52	152.7	276.600
27.	Uttar Pradesh	1,567.36	1,153.61	0	2720.964
28.	Uttrakhand	85.452	56.22	144.184	285.856
29.	West Bengal	956.484	349.092	125.556	1431.132
30.	Andaman and Nicobar Islands	4.608	1.548	17.268	23.424
31.	Chandigarh	3.228	0.624	0	3.852
32.	Dadra and Nagar Haveli	4.74	2.04	2.808	9.588
33.	Damen and DIU	0.96	0.576	1.14	2.676

1	2	3	4	5	6
34.	Lakshadweep	0 756	0.504	5.36	6.620
35.	Puducherry	21.564	13.548	12.6	47.712
TOTAL		11,610.84	6,874.21	8,655.27	27,140.32

S. No.	STATES/UTs	OFFTAKE				% OFFTAKE			
		BPL	AAY	APL	TOTAL	BPL	AAY	APL	TOTAL
1	2	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	1,054.23	643.499	1,402.96	3100.687	100.2	98.4	67.7	82.0
2.	Arunanchal Pradesh	22.288	15 845	51.999	90.132	99.3	99.2	96.8	97.8
3.	Assam	471.387	293.585	672.048	1437.02	99.2	99.3	93.1	96.3
4.	Bihar	1,036.12	602.433	0.167	1638.721	82.6	95.6	12.5	86.9
5.	Chhatisgarh	430.135	301.944	296.48	1028.559	100.5	100.0	96.7	99.2
6.	Delhi	32.747	12.852	86.077	131.676	98.7	71.3	88.3	88.6
7.	Goa	5.567	6.108	41.844	53.519	100.6	100.0	99.8	99.9
8.	Gujrat	173.867	149.828	0.01	323.705	100.0	96.3	0.0	98.3
9.	Haryana	0	0	0	0	0.0	0.0	0.0	0.0
10.	Himachal Pradesh	56.021	35.332	101.975	193.328	98.1	99.7	99.2	99.0
11.	Jammu and Kashmir	154.112	86.984	291.761	532.857	101.7	100.9	98.8	99.9
12.	Jharkhand	591.601	370.771	14.587	976.959	95.4	96.2	8.3	82.6
13.	Karnataka	674.213	359.755	959.012	1992.98	97.5	91.1	71.7	82.2
14.	Kerala	317.998	250.045	621.867	1189.91	99.8	99.9	100.6	100.2
15.	Madhya Pradesh	337.503	116.298	0	453.801	158.0	111.8	0.0	142.8
16.	Maharashtra	781.895	479.168	319.902	1580.965	94.9	93.9	57.8	83.8
17.	Manipur	42.159	26.704	71.985	140.848	101.0	99.9	103.7	102.2
18.	Meghalaya	47.376	29.421	84.889	161.686	100.0	99.8	100.5	100.2
19.	Mizoram	16.79	10.17	32.462	59.422	95.2	93.1	95.2	94.8
20.	Nagaland	28.331	18.32	54.472	101.123	109.4	114.1	104.1	107.3
21.	Odisha	1,171.60	518.381	16.035	1706.013	100.5	97.6	45.6	98.5
22.	Punjab	0	0	0	0	0.0	0.0	0.0	0.0
23.	Rajasthan	0	0	0	0	0.0	0.0	0.0	0.0
24.	Sikkim	12.202	6.907	22.986	42.095	107.9	99.6	99.6	101.9

1	2	7	8	9	10	11	12	13	14
25.	Tamilnadu	1,277.85	779.93	1,484.53	3542.309	101.5	99.6	98.0	99.6
26.	Tripura	74.451	47.846	139.668	261.965	97.5	100.7	91.5	94.7
27.	Uttar Pradesh	1,575.76	1,130.90	0	2706.651	100.5	98.0	0.0	99.5
28.	Uttarakhand	85.796	56.003	129.317	271.116	10.04	99.6	89.7	94.8
29.	West Bengal	985.273	344.14	105.844	1435.257	103.0	98.6	84.3	100.3
30.	Andaman and Nicobar Islands	2.42	0.69	7.316	10.426	52.5	44.6	42.4	44.5
31.	Chandigarh	3.228	0.135	0	3.363	100.0	21.6	0.0	87.3
32.	Dadra and Nagar Haveli	4.746	2.04	2.852	9.638	100.1	100.0	101.6	100.5
33.	Daman and DIU	0.934	0.613	1.027	2.574	97.3	106.4	90.1	96.2
34.	Lakshadweep	0.742	0.504	4.46	5.706	98.1	100.0	83.2	86.2
35.	Puducherry	20.348	12.128	9.659	42.135	94.4	89.5	76.7	88.3
TOTAL		11,489.68	6,709.27	7,028.19	25,227.15	99.0	97.6	81.2	93.0

**Statement – I(b)***Allocation and Offtake of WHEAT for the Year 2012-2013 Under TPDS*

S. No.	STATES/UTs	ALLOTMENT			
		BPL	AAY	APL	TOTAL
1	2	3	4	5	6
1.	Andhra Pradesh	0	0	43.464	43.464
2.	Arunachal Pradesh	3.072	0	6.36	9.432
3.	Assam	0	0	394.08	394.080
4.	Bihar	435.564	420.168	962.748	1818.480
5.	Chhatisgarh	57.756	0	150	207.756
6.	Delhi	75.516	45.06	329.688	450.264
7.	Goa	0	0	9.456	9.456
8.	Gujrat	376.524	184.476	1,194.66	1755.660
9.	Haryana	208.572	122.82	424.62	756.012
10.	Himachal Pradesh	76.056	47.304	209.268	332.628
11.	Jammu and Kashmir	50.172	21.144	152.316	223.632
12.	Jharkhand	0	0	176.58	176.580
13.	Karnataka	145.068	82.86	154.712	382.640

1	2	3	4	5	6
14.	Kerala	83.556	0	201.912	285.468
15.	Madhya Pradesh	854.478	560.196	1,004.04	2418.714
16.	Maharashtra	885.348	524.7	1,521.37	2931.420
17.	Manipur	1.272	0	31.812	33.084
18.	Meghalaya	0	0	27.228	27.228
19.	Mizoram	0	0	7.488	7.488
20.	Nagaland	6.204	3.912	22.476	32.592
21.	Odisha	0	0	462.377	462.377
22.	Punjab	121.176	75.36	631.44	827.976
23.	Rajasthan	629.532	391.488	1,158.48	2179.500
24.	Sikkim	0	0	2.952	2.952
25.	Tamilnadu	0	0	165.396	165.396
26.	Tripura	0	0	28.236	28.236
27.	Uttar Pradesh	1,198.34	565.872	2,783.34	4547.556
28.	Uttarakhand	43.536	23.964	264.636	332.136
29.	West Bengal	597.096	272.592	1,556.38	2426.064
30.	Andaman and Nicobar Islands	0.732	0.252	9.612	10.596
31.	Chandigarh	0.528	0	32.4	32.928
32.	Dadra and Nagar Haveli	0.288	0.156	0.432	0.876
33.	Daman and DIU	0.084	0.06	2.832	2.976
34.	Lakshadweep	0	0	0	0.000
35.	Puducherry	0	0	12.6	12.600
TOTAL		5,850.47	3,342.38	14,135.39	23,328.25

S. No.	STATES/UTs	OFFTAKE				% OFFTAKE			
		BPL	AAY	APL	TOTAL	BPL	AAY	APL	TOTAL
1	2	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	0.05	0	29.497	29.547	0.0	0.0	67.9	68.0
2.	Arunachal Pradesh	2.733	0	5.511	8.244	89.0	0.0	86.7	87.4
3.	Assam	0	0	393.978	393.978	0.0	0.0	100.0	100.0

1	2	7	8	9	10	11	12	13	14
4.	Bihar	410.247	409.624	180.815	1000.686	94.2	97.5	18.8	55.0
5.	Chhatisgarh	51.556	0	98.463	150.019	89.3	0.0	65.6	72.2
6.	Delhi	79.01	32.332	323.759	435.101	104.6	71.8	98.2	96.6
7.	Goa	0	0	9.39	9.39	0.0	0.0	99.3	99.3
8.	Gujrat	341.263	168.057	432.479	941.799	90.6	91.1	36.2	53.6
9.	Haryana	217.032	121.43	126.953	465.415	104.1	98.9	29.9	61.6
10.	Himachal Pradesh	73.261	47.746	210.592	331.599	96.3	100.9	100.6	99.7
11.	Jammu and Kashmir	48.278	20.674	158.835	227.787	96.2	97.8	104.3	101.9
12.	Jharkhand	0	0	0.792	0.792	0.0	0.0	0.4	0.4
13.	Karnataka	144.954	74.205	92.263	311.422	99.9	89.6	59.6	81.4
14.	Kerala	82.478	0	200.796	283.274	98.7	0.0	99.4	99.2
15.	Madhya Pradesh	1,626.87	697.806	773.306	3097.977	190.4	124.6	77.0	128.1
16.	Maharashtra	828.574	470.29	844.36	2143.224	93.6	89.6	55.5	73.1
17.	Manipur	1.272	0	30.541	31.813	100.0	0.0	96.0	96.2
18.	Meghalaya	0	0	27.914	27.914	0.0	0.0	102.5	102.5
19.	Mizoram	0	0	7.116	7.116	0.0	0.0	95.0	95.0
20.	Nagaland	6.72	4.238	23.872	34.83	108.3	108.3	106.2	106.9
21.	Odisha	0	0	414.496	414.496	0.0	0.0	89.6	89.6
22.	Punjab	105.557	51.001	457.406	613.964	87.1	67.7	72.4	74.2
23.	Rajasthan	622.776	382.423	1,144.09	2149.291	98.9	97.7	98.8	98.6
24.	Sikkim	0	0	2.951	2.951	0.0	0.0	100.0	100.0
25.	Tamilnadu	0	0	92.186	92.186	0.0	0.0	55.7	55.7
26.	Tripura	0	0	27.326	27.326	0.0	0.0	96.8	96.8
27.	Uttar Pradesh	1,216.53	567.194	2,077.64	3861.364	101.5	100.2	74.6	84.9
28.	Uttrakhand	43.365	23.684	258.392	325.441	99.6	98.8	97.6	98.0
29.	West Bengal	568.237	235.364	1,377.89	2181.488	95.2	86.3	88.5	89.9
30.	Andaman and Nicobar Islands	0.281	0.071	4.13	4.482	38.4	28.2	43.0	42.3
31.	Chandigarh	0.484	0	29.582	30.066	91.7	0.0	91.3	91.3
32.	Dadra and Nagar Haveli	0.29	0.18	0.391	0.861	100.7	115.4	90.5	98.3
33.	Damen and DIU	0.163	0.051	1.742	1.956	194.0	85.0	61.5	65.7
34.	Lakshadweep	0	0	0	0	0.0	0.0	0.0	0.0

1	2	7	8	9	10	11	12	13	14
35.	Puducherry	0	0	11.178	11.178	0.0	0.0	88.7	88.7
TOTAL		6,471.97	3,306.37	9,870.64	19,648.98	110.6	98.9	69.8	84.2

**Statement – I(c)***Allocation and Offtake of RICE for the year 2013-14 Under TPDS*

(in Thousands tons)

S. No.	STATES/UTs	ALLOTMENT			
		BPL	AAY	APL	TOTAL
1	2	3	4	5	6
1.	Andhra Pradesh	1052.088	654.288	1832.976	3539.352
2.	Arunachal Pradesh	23.988	15.972	56.88	96.840
3.	Assam	475.224	295.692	591.576	1362.492
4.	Bihar	1149.324	823.476	1.221	1974.021
5.	Chhatisgarh	320.949	549.177	229.86	1099.986
6.	Delhi	16.59	31.722	93.954	142.266
7.	Goa	5.532	6.108	41.94	53.580
8.	Gujrat	173.844	155.604	0	329.448
9.	Haryana	0	0	0	0.000
10.	Himachal Pradesh	28.542	56.088	105.072	189.702
11.	Jammu and Kashmir	151.524	86.244	295.404	533.172
12.	Jharkhand	619.968	385.524	176.58	1182.072
13.	Karnataka	518.544	834.953	778.455	2131.952
14.	Kerala	318.792	250.26	618.168	1187.220
15.	Madhya Pradesh	195.844	142.301	0	338.145
16.	Maharashtra	685.246	755.906	755.52	2196.672
17.	Manipur	41.736	26.724	69.408	137.868
18.	Meghalaya	47.376	29.484	84.492	161.352
19.	Mizoram	17.64	10.92	34.092	62.652
20.	Nagaland	29.01	18.012	63.558	110.580
21.	Odisha	1167.942	528.75	31.116	1727.808
22.	Punjab	0	0	0	0.000
23.	Rajasthan	0	0	0	0.000

1	2	3	4	5	6
24.	Sikkim	11.304	6.936	23.088	41.328
25.	Tamilnadu	1259.232	783.144	1515.06	3557.436
26.	Tripura	76.38	47.52	151.104	275.004
27.	Uttar Pradesh	1567.236	1153.752	0	2720.988
28.	Uttrakhand	85.452	56.22	41.184	182.856
29.	West Bengal	956.484	349.092	125.556	1431.132
30.	Andaman and Nicobar Islands	4.608	1.728	17.138	23.474
31.	Chandigarh	2.69	0.99	0	3.680
32.	Dadra and Nagar Haveli	4.74	2.04	2.808	9.588
33.	Damen and DIU	0.96	0.576	1.14	2.676
34.	Lakshadweep	0.756	0.504	3.36	4.620
35.	Puducherry	21.564	13.548	12.6	47.712
TOTAL		11,031.11	8,073.26	7,753.31	26,857.67

S. No.	STATES/UTs	OFFTAKE				% OFFTAKE			
		BPL	AAY	APL	TOTAL	BPL	AAY	APL	TOTAL
1	2	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	825.77	527.078	1212.327	2565.175	78.5	80.6	66.1	72.5
2.	Arunanchal Pradesh	23.906	15.734	53.932	93.572	99.7	98.5	94.8	96.6
3.	Assam	472.071	294.008	503.472	1269.551	99.3	99.4	85.1	93.2
4.	Bihar	1196.597	634.3	1.9	1832.797	104.1	77.0	155.6	92.8
5.	Chhatisgarh	356.61	467.144	237.662	1061.416	111.1	85.1	103.4	96.5
6.	Delhi	13.849	25.779	71.203	110.831	83.5	81.3	75.8	77.9
7.	Goa	5.495	6.108	42.886	54.489	99.3	100.0	102.3	101.7
8.	Gujrat	170.3	156.289	0.473	327.062	98.0	100.4	0.0	99.3
9.	Haryana	0	4.333	0	4.333	0.0	0.0	0.0	0.0
10.	Himachal Pradesh	24.774	54.948	104.911	184.633	86.8	98.0	99.8	97.3
11.	Jammu and Kashmir	151.009	86.618	300.809	538.436	99.7	100.4	101.8	101.0
12.	Jharkhand	613.287	384.03	24.988	1022.305	98.9	99.6	14.2	86.5
13.	Karnataka	556.332	881.46	740.967	2178.759	107.3	105.6	95.2	102.2
14.	Kerala	320.119	256.566	617.423	1194.108	100.4	102.5	99.9	100.6

1	2	7	8	9	10	11	12	13	14
15.	Madhya Pradesh	218.711	87.472	7.064	313.247	111.7	61.5	0.0	92.6
16.	Maharashtra	719.456	677.099	623.841	2020.396	105.0	89.6	82.6	92.0
17.	Manipur	41.274	26.477	61.483	129.234	98.9	99.1	88.6	93.7
18.	Meghalaya	47.377	29.485	84.707	161.569	100.0	100.0	100.3	100.1
19.	Mizoram	16.64	10.12	31.838	58.598	94.3	92.7	93.4	93.5
20.	Nagaland	28.335	16.572	57.089	101.996	97.7	92.0	89.8	92.2
21.	Odisha	1161.373	540.173	16.172	1717.718	99.4	102.2	52.0	99.4
22.	Punjab	0	0	0	0	0.0	0.0	0.0	0.0
23.	Rajasthan	0	0	0	0	0.0	0.0	0.0	0.0
24.	Sikkim	11.361	7.372	24.154	42.887	100.5	106.3	104.6	103.8
25.	Tamilnadu	1276.043	798.121	792.85	2867.014	101.3	101.9	52.3	80.6
26.	Tripura	76.457	46.358	158.699	281.514	100.1	97.6	105.0	102.4
27.	Uttar Pradesh	1578.09	1149.688	52.08	2779.858	100.7	99.6	0.0	102.2
28.	Uttrakhand	87.575	53.164	44.595	185.334	102.5	94.6	108.3	101.4
29.	West Bengal	917.363	319.106	125.734	1362.203	95.9	91.4	100.1	95.2
30.	Andaman and Nicobar Islands	0	0	0	0	0.0	0.0	0.0	0.0
31.	Chandigarh	2.69	0.54	0	3.23	100.0	54.5	0.0	87.8
32.	Dadra and Nagar Haveli	5.321	2.359	2.8	10.48	112.3	115.6	99.7	109.3
33.	Damen and DIU	0.25	0.071	0.354	0.675	26.0	12.3	31.1	25.2
34.	Lakshadweep	0.77	0	2.32	3.09	101.9	0.0	69.0	66.9
35.	Puducherry	12.908	9.796	5.158	27.862	59.9	72.3	40.9	58.4
TOTAL		10,932.11	7,568.37	6,003.89	24,504.37	99.1	93.7	77.4	91.2

**Statement – I(d)***Allocation and Offtake of WHEAT for the year 2013-14 Under TPDS*

(in thousand tons)

S. No.	STATES/UTs	ALLOTMENT			
		BPL	AAY	APL	TOTAL
1	2	3	4	5	6
1.	Andhra Pradesh	0	0	283.464	283.464
2.	Arunachal Pradesh	1.536	0	3.18	4.716



1	2	3	4	5	6
3.	Assam	0	0	524.364	524.364
4.	Bihar	399.267	548.984	882.519	1830.770
5.	Chhatisgarh	43.317	0	112.5	155.817
6.	Delhi	37.758	104.106	301.83	443.694
7.	Goa	0	0	9.456	9.456
8.	Gujrat	376.524	184.476	1194.66	1755.660
9.	Haryana	86.905	368.674	176.925	632.504
10.	Himachal Pradesh	38.028	78.258	211.98	328.266
11.	Jammu and Kashmir	50.172	21.144	152.316	223.632
12.	Jharkhand	0	0	176.58	176.580
13.	Karnataka	108.801	142.495	73.134	324.430
14.	Kerala	83.556	0	201.912	285.468
15.	Madhya Pradesh	783.354	701.147	920.37	2404.871
16.	Maharashtra	735.9	860.134	923.43	2519.464
17.	Manipur	1.272	0	31.812	33.084
18.	Meghalaya	0	0	27.228	27.228
19.	Mizoram	0	0	7.488	7.488
20.	Nagaland	3.102	1.956	11.238	16.296
21.	Odisha	0	0	464.064	464.064
22.	Punjab	80.784	279.3	420.96	781.044
23.	Rajasthan	314.766	1591.53	579.24	2485.536
24.	Sikkim	0	0	2.952	2.952
25.	Tamilnadu	0	0	165.396	165.396
26.	Tripura	0	0	28.236	28.236
27.	Uttar Pradesh	1198.248	565.944	2783.34	4547.532
28.	Uttrakhand	43.536	23.964	261.636	329.136
29.	West Bengal	597.096	272.592	1556.376	2426.064
30.	Andaman and Nicobar Islands	0.732	0.282	9.532	10.546
31.	Chandigarh	0.44	0.705	31.027	32.172
32.	Dadra and Nagar Haveli	0.288	0.156	0.432	0.876
33.	Daman and Diu	0.084	0.06	2.832	2.976

1	2	3	4	5	6
34.	Lakshadweep	0	0	0	0.000
35.	Puducherry	0	0	12.6	12.600
TOTAL		4,985.47	5,745.91	12,545.01	23,276.38

S. No.	STATES/UTs	OFFTAKE				% OFFTAKE			
		BPL	AAY	APL	TOTAL	BPL	AAY	APL	TOTAL
1	2	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	0.271	0.06	139.355	139.686	0.0	0.0	49.2	49.3
2.	Arunanchal Pradesh	2.155	0	4.435	6.59	140.3	0.0	139.5	139.7
3.	Assam	0	0	518.49	518.49	0.0	0.0	98.9	98.9
4.	Bihar	418.777	423.598	520.309	1362.684	104.9	77.2	59.0	74.4
5.	Chhatisgarh	48.506	0	122.36	170.866	112.0	0.0	108.8	109.7
6.	Delhi	35.664	84.507	290.488	410.659	94.5	81.2	96.2	92.6
7.	Goa	0	0	9.574	9.574	0.0	0.0	101.2	101.2
8.	Gujrat	389.986	195.531	592.742	1178.259	103.6	106.0	49.6	67.1
9.	Haryana	81.418	308.161	92.19	481.769	93.7	83.6	52.1	76.2
10.	Himachal Pradesh	31.164	75.547	211.561	318.272	82.0	96.5	99.8	97.0
11.	Jammu and Kashmir	47.612	21.027	149.56	218.199	94.9	99.4	98.2	97.6
12.	Jharkhand	0	0	0.087	0.087	0.0	0.0	0.0	0.0
13.	Karnataka	105.02	116.947	66.706	288.673	96.5	82.1	91.2	89.0
14.	Kerala	84.124	1.846	186.635	272.605	100.7	0.0	92.4	95.5
15.	Madhya Pradesh	1052.348	533.087	620.665	2206.1	134.3	76.0	67.4	91.7
16.	Maharashtra	756.226	742.802	787.945	2286.973	102.8	86.4	85.3	90.8
17.	Manipur	1.271	0	29.93	31.201	99.9	0.0	94.1	94.3
18.	Meghalaya	0	0	26.998	26.998	0.0	0.0	99.2	99.2
19.	Mizoram	0	0	7.795	7.795	0.0	0.0	104.1	104.1
20.	Nagaland	3.619	2.282	17.151	23.052	116.7	116.7	152.6	141.5
21.	Odisha	0	0	355.464	355.464	0.0	0.0	76.6	76.6
22.	Punjab	77.442	265.726	244.202	587.37	95.9	95.1	58.0	75.2
23.	Rajasthan	313.274	1519.46	567.199	2399.933	99.5	95.5	97.9	96.6
24.	Sikkim	0	0	3.045	3.045	0.0	0.0	103.2	103.2
25.	Tamilnadu	0	0	143.24	143.24	0.0	0.0	86.6	86.6

1	2	7	8	9	10	11	12	13	14
26.	Tripura	0	0	29.895	29.895	0.0	0.0	105.9	105.9
27.	Uttar Pradesh	1198.347	569.14	2208.157	3975.644	100.0	100.6	79.3	87.4
28.	Uttarakhand	43.269	23.589	259.082	325.94	99.4	98.4	99.0	99.0
29.	West Bengal	580.08	227.925	1390.243	2198.248	97.2	83.6	89.3	90.6
30.	Andaman and Nicobar Islands	0	0	0	0	0.0	0.0	0.0	0.0
31.	Chandigarh	0.352	0.705	20.438	21.495	80.0	100.0	65.9	66.8
32.	Dadra and Nagar Haveli	0.353	0.171	2.188	2.712	122.6	109.6	506.5	309.6
33.	Daman and Diu	0.018	0.03	0.002	0.05	21.4	50.0	0.1	1.7
34.	Lakshadweep	0	0	0	0	0.0	0.0	0.0	0.0
35.	Puducherry	0	0	5.565	5.565	0.0	0.0	44.2	44.2
TOTAL		5,271.30	5,112.14	9,623.70	20,007.13	105.7	89.0	76.7	86.0

**Statement – I(e)***Allocation and Offtake of RICE for the year 2014-15 (upto May 2014) Under TPDS*

(in thousand tons)

S. No.	STATES/UTs	ALLOTMENT			
		BPL	AAY	APL	TOTAL
1	2	3	4	5	6
1.	Andhra Pradesh	175.348	109.048	305.496	589.892
2.	Arunachal Pradesh	4.254	2.662	10.01	16.926
3.	Assam	79.204	49.282	98.596	227.082
4.	Bihar	0	491.49	0	491.490
5.	Chhatisgarh	0	215.146	0	215.146
6.	Delhi	0	7.57	15.076	22.646
7.	Goa	0.922	1.018	6.99	8.930
8.	Gujrat	30.118	24.278	0	54.396
9.	Haryana	0	0	0	0.000
10.	Himachal Pradesh	0	12.79	17.892	30.682
11.	Jammu and Kashmir	25.254	14.374	49.234	88.862
12.	Jharkhand	103.328	64.254	29.43	197.012
13.	Karnataka	0	332.374	0	332.374

1	2	3	4	5	6
14.	Kerala	53.132	41.71	103.028	197.870
15.	Madhya Pradesh	0	93.818	0	93.818
16.	Maharashtra	0	329.272	0	329.272
17.	Manipur	6.956	4.454	11.568	22.978
18.	Meghalaya	7.896	4.914	14.082	26.892
19.	Mizoram	2.94	1.82	5.682	10.442
20.	Nagaland	5.352	3.328	12.466	21.146
21.	Odisha	195.048	87.734	5.186	287.968
22.	Punjab	0	0	0	0.000
23.	Rajasthan	0	0	0	0.000
24.	Sikkim	1.884	1.156	3.848	6.888
25.	Tamilnadu	209.872	130.524	252.51	592.906
26.	Tripura	12.73	7.92	25.184	45.834
27.	Uttar Pradesh	261.206	192.292	0	453.498
28.	Uttarakhand	14.242	9.37	6.864	30.476
29.	West Bengal	159.414	58.182	20.926	238.522
30.	Andaman and Nicobar Islands	0.768	0.294	2.852	3.914
31.	Chandigarh	0	0.794	0	0.794
32.	Dadra and Nagar Haveli	0.79	0.34	0.468	1.598
33.	Daman and Diu	0.16	0.096	0.19	0.446
34.	Lakshadweep	0.126	0.084	0.56	0.770
35.	Puducherry	3.594	2.258	2.1	7.952
TOTAL		1,354.538	2,294.646	1,000.238	4,649.422

S. No.	STATES/UTs	OFFTAKE				% OFFTAKE			
		BPL	AAY	APL	TOTAL	BPL	AAY	APL	TOTAL
1	2	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	116.045	73.094	162.322	351.461	66.2	67.0	53.1	59.6
2.	Arunachal Pradesh	3.811	2.65	8.394	14.855	89.6	99.5	83.9	87.8
3.	Assam	77.748	49.022	95.286	222.056	98.2	99.5	96.6	97.8
4.	Bihar	6.901	221.506	0	228.407	0.0	45.1	0.0	46.5

1	2	7	8	9	10	11	12	13	14
5.	Chhatisgarh	0	215.146	0	215.146	0.0	100.0	0.0	100.0
6.	Delhi	0	4.779	7.958	12.737	0.0	63.1	52.8	56.2
7.	Goa	0.922	1.018	6.99	8.93	100.0	100.0	100.0	100.0
8.	Gujrat	29.947	23.859	0	53.806	99.4	98.3	0.0	98.9
9.	Haryana	0	0	0	0	0.0	0.0	0.0	0.0
10.	Himachal Pradesh	0	12.81	18.935	31.745	0.0	100.2	105.8	103.5
11.	Jammu and Kashmir	24.914	16.051	52.215	93.18	98.7	111.7	106.1	104.9
12.	Jharkhand	103.343	64.907	3.985	172.235	100.0	101.0	13.5	87.4
13.	Karnataka	0	331.347	0	331.347	0.0	99.7	0.0	99.7
14.	Kerala	60.19	42.993	109.35	212.533	113.3	103.1	106.1	107.4
15.	Madhya Pradesh	0	105.329	0	105.329	0.0	112.3	0.0	112.3
16.	Maharashtra	0	304.484	0.143	304.627	0.0	92.5	0.0	92.5
17.	Manipur	7.302	4.506	12.567	24.375	105.0	101.2	108.6	106.1
18.	Meghalaya	7.302	4.914	13.886	26.102	92.5	100.0	98.6	97.1
19.	Mizoram	2.878	1.72	7.132	11.73	97.9	94.5	125.5	112.3
20.	Nagaland	6.547	4.638	16.947	28.132	122.3	139.4	135.9	133.0
21.	Odisha	194.517	88.244	3.15	285.911	99.7	100.6	60.7	99.3
22.	Punjab	0	0	0	0	0.0	0.0	0.0	0.0
23.	Rajasthan	0	0	0	0	0.0	0.0	0.0	0.0
24.	Sikkim	1.285	1.246	3.932	6.463	68.2	107.8	102.2	93.8
25.	Tamilnadu	96.746	176.6	114.831	388.177	46.1	135.3	45.5	65.5
26.	Tripura	16.983	7.587	24.594	49.164	133.4	95.8	97.7	107.3
27.	Uttar Pradesh	265.094	193.178	0	458.272	101.5	100.5	0.0	101.1
28.	Uttrakhand	15.446	8.944	21.47	45.86	108.5	95.5	312.8	150.5
29.	West Bengal	177.274	59.967	16.949	254.19	111.2	103.1	81.0	106.6
30.	Andaman and Nicobar Islands	0	0	0	0	0.0	0.0	0.0	0.0
31.	Chandigarh	0	0.794	0	0.794	0.0	100.0	0.0	100.0
32.	Dadra and Nagar Haveli	0.818	0.421	0.552	1.791	103.5	123.8	117.9	112.1
33.	Damen and Diu	0.025	0.007	0.021	0.053	15.6	7.3	11.1	11.9
34.	Lakshadweep	0	0.504	0.685	1.189	0.0	600.0	122.3	154.4

1	2	7	8	9	10	11	12	13	14
35.	Puducherry	0.325	0.992	0.073	1.39	9.0	43.9	3.5	17.5
TOTAL		1,216.363	2,023.257	702.367	3,941.987	89.8	88.2	70.2	84.8

Note(1)AAY and APL allocation and Offtake includes NFSA and other than NFSA allocation and offtake

Note (2): APL allocation and Offtake includes APL additional allocation and offtake also

**Statement – I(f)**

*Allocation and Offtake of WHEAT for the year 2014-15 (upto May, 2014) Under TPDS*

(in thousand tons)

S. No.	STATES/UTs	ALLOTMENT			
		BPL	AAY	APL	TOTAL
1	2	3	4	5	6
1.	Andhra Pradesh	0	0	47.244	47.244
2.	Arunanchal Pradesh	0	0	0	0.000
3.	Assam	0	0	87.394	87.394
4.	Bihar	0	327.66	0	327.660
5.	Chhatisgarh	0	0	0	0.000
6.	Delhi	0	27.192	45.662	72.854
7.	Goa	0	0	1.576	1.576
8.	Gujrat	65.23	28.782	199.11	293.122
9.	Haryana	0	132.5	0	132.500
10.	Himachal Pradesh	0	18.202	35.782	53.984
11.	Jammu and Kashmir	8.362	3.524	25.386	37.272
12.	Jharkhand	0	0	29.43	29.430
13.	Karnataka	0	80.35	0	80.350
14.	Kerala	13.926	0	33.652	47.578
15.	Madhya Pradesh	0	375.268	0	375.268
16.	Maharashtra	0	420.994	0	420.994
17.	Manipur	0.212	0	5.302	5.514
18.	Meghalaya	0	0	4.538	4.538
19.	Mizoram	0	0	1.248	1.248
20.	Nagaland	0	0	0	0.000
21.	Odisha	0	0	77.344	77.344

1	2	3	4	5	6
22.	Punjab	0	145.02	0	145.020
23.	Rajasthan	0	465.262	0	465.262
24.	Sikkim	0	0	0.492	0.492
25.	Tamilnadu	0	0	27.566	27.566
26.	Tripura	0	0	4.706	4.706
27.	Uttar Pradesh	199.708	94.324	463.89	757.922
28.	Uttrakhand	7.256	3.994	43.606	54.856
29.	West Bengal	99.516	45.432	259.396	404.344
30.	Andaman and Nicobar Islands	0.122	0.048	1.586	1.756
31.	Chandigarh	0	1.192	3.216	4.408
32.	Dadra and Nagar Haveli	0.048	0.026	0.072	0.146
33.	Daman and Diu	0.014	0.01	0.472	0.496
34.	Lakshadweep	0	0	0	0.000
35.	Puducherry	0	0	2.1	2.100
TOTAL		394.39	2,169.78	1,400.77	3,964.94

Note (1): AAY and APL allocation and Offtake includes NFSA and other than NFSA allocation and offtake

Note (2): APL allocation and Offtake includes APL additional allocation and offtake also

S. No.	STATES/UTs	OFFTAKE				% OFFTAKE			
		BPL	AAY	APL	TOTAL	BPL	AAY	APL	TOTAL
1	2	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	0.096	0.043	22.499	22.638	0.0	0.0	47.6	47.9
2.	Arunanchal Pradesh	0	0	0	0	0.0	0.0	0.0	0.0
3.	Assam	0	0	89.036	89.036	0.0	0.0	101.9	101.9
4.	Bihar	4.579	202.377	0.041	206.997	0.0	61.8	0.0	63.2
5.	Chhatisgarh	0	0	0	0	0.0	0.0	0.0	0.0
6.	Delhi	0	17.766	35.17	52.936	0.0	65.3	77.0	72.7
7.	Goa	0	0	1.576	1.576	0.0	0.0	100.0	100.0
8.	Gujrat	64.154	30.984	162.245	257.383	98.4	107.7	81.5	87.8
9.	Haryana	0	125.449	0	125.449	0.0	94.7	0.0	94.7
10.	Himachal Pradesh	0	17.915	39.799	57.714	0.0	98.4	111.2	106.9

1	2	7	8	9	10	11	12	13	14
11.	Jammu and Kashmir	9.733	3.747	30.885	44.365	116.4	106.3	121.7	119.0
12.	Jharkhand	0	0	0	0	0.0	0.0	0.0	0.0
13.	Karnataka	0	82.534	0	82.534	0.0	102.7	0.0	102.7
14.	Kerala	14.264	0	34.075	48.339	102.4	0.0	101.3	101.6
15.	Madhya Pradesh	0	390.927	0	390.927	0.0	104.2	0.0	104.2
16.	Maharashtra	0	394.293	0.112	394.405	0.0	93.7	0.0	93.7
17.	Manipur	0.197	0	5.358	5.555	92.9	0.0	101.1	100.7
18.	Meghalaya	0	0	4.667	4.667	0.0	0.0	102.8	102.8
19.	Mizoram	0	0	1.216	1.216	0.0	0.0	97.4	97.4
20.	Nagaland	0	0	0.3	0.3	0.0	0.0	0.0	0.0
21.	Odisha	0	0	62.483	62.483	0.0	0.0	80.8	80.8
22.	Punjab	0	33.456	0	33.456	0.0	23.1	0.0	23.1
23.	Rajasthan	0	462.762	0	462.762	0.0	99.5	0.0	99.5
24.	Sikkim	0	0	0.53	0.53	0.0	0.0	107.7	107.7
25.	Tamilnadu	0	0	32.029	32.029	0.0	0.0	116.2	116.2
26.	Tripura	0	0	5.65	5.65	0.0	0.0	120.1	120.1
27.	Uttar Pradesh	196.634	91.88	293.396	581.91	98.5	97.4	63.2	76.8
28.	Uttarakhand	7.71	4.184	50.936	62.83	106.3	104.8	116.8	114.5
29.	West Bengal	112.05	41.643	262.676	416.369	112.6	91.7	101.3	103.0
30.	Andaman and Nicobar Islands	0	0	0	0	0.0	0.0	0.0	0.0
31.	Chandigarh	0	1.192	4.805	5.997	0.0	100.0	149.4	136.0
32.	Dadra and Nagar Haveli	0.058	0.03	0.241	0.329	120.8	115.4	334.7	225.3
33.	Daman and Diu	0.002	0.003	0	0.005	14.3	30.0	0.0	1.0
34.	Lakshadweep	0	0	0	0	0.0	0.0	0.0	0.0
35.	Puducherry	0	0	0	0	0.0	0.0	0.0	0.0
TOTAL		409.48	1,901.19	1,139.73	3,450.39	103.8	87.6	81.4	87.0

Note (1): AAY and APL allocation and Offtake includes NFSA and other than NFSA allocation and offtake

Note (2): APL allocation and Offtake includes APL additional allocation and offtake also



**Statement – II***Statewise Sugar Quota for PDS*

S. No.	STATE / UTs.	Monthly Levy quota (MTs)	Annual Festival quota (MTs)
1.	Andhra Pradesh	9690	7614
2.	Andman and Nicobar	389	74
3.	Arunachal Pradesh	834	94
4.	Assam	18337	2896
5.	Bihar	20516	7527
6.	Jharkhand	6948	2551
7.	Chandigarh	62	112
8.	Dadra and Nagar Haveli	48	14
9.	Delhi	2610	2316
10.	Goa	120	150
11.	Daman and Diu	11	12
12.	Gujarat	5841	4878
13.	Haryana	2485	1924
14.	Himachal Pradesh	4698	608
15.	Jammu and Kashmir	6962	868
16.	Karnataka	8636	5350
17.	Kerala	4103	3600
18.	Lakshadweep	115	22
19.	Madhya Pradesh	12441	5523
20.	Chhatisgarh	4512	2013
21.	Maharashtra(*)	13917.5	9014
22.	Manipur	1763	208
23.	Meghalaya	1704	200
24.	Mizoram	666	78
25.	Nagaland	1179	128
26.	Odisha	8707	3730
27.	Puducherry	243	88
28.	Punjab	1385	2392
29.	Rajasthan	7342	5092

S. No.	STATE / UTs.	Monthly Levy quota (MTs)	Annual Festival quota (MTs)
30.	Sikkim	391	50
31.	Tamil Nadu	10820	6790
32.	Tripura	2647	302
33.	Uttar Pradesh	33013	15154
34.	Uttaranchal	6033	782
35.	West Bengal	14087	7796
Total:		213255.5	99950

(\*) Maharashtra levy quota reduced from 16792.0 Mt to 13917.5 Mt *w.e.f.* January, 2002

### Setting of Science Cities/Centres

589. SHRI MOHAMMED FAIZAL Will the Minister of CULTURE be pleased to state?

(a) the criteria adopted by the Government for setting up of science cities/centres in the country;

(b) the details of the science cities/centres set up in the country during each of the last three years, location wise;

(c) whether the Government proposes to set up more science cities/centres in the various parts of the country and if so, the details thereof, location-wise;

(d) the time by which such cities/centres are likely to be set up in various States of the country; and

(e) the details of proposals received by the Government from various States to set up such cities/centres in their States and action taken on each of such proposals, State/UT-wise?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) Science Cities/Centres in the country are set up by National Council of Science Museums (NCSM), an autonomous body under the Ministry of Culture, based on the requests received from the States/UTs desirous of having Science Cities/Centres as per approved guidelines prescribed in the "Scheme for Setting Up of Science Cities" A list of Science Cities and Science Centres set up in the country, during each of the last

three years, location wise; is given in in the enclosed Statement - I.

(b) A list of Science Cities and Science Centres set up in the country, during each of the last three years, location wise; is given in given in the enclosed Statement - I.

(c) Setting up of Science Cities/Centres is a continuous process. A list of Science Centres presently being set up by NCSM is given in given in the enclosed Statement - II.

(d) The prescribed period for setting up of Science Cities/Centres is as under:-

About 54 months for a Science City, 33 months for a Science Centre and 27 months for a Sub-Science Centre from the start of construction work of the main building.

(e) As many as 35 proposals have been received from the State Governments for setting up science cities/centres. All the proposals will be taken up in a phased manner, depending upon the availability of funds, project handling capacity of NCSM and the existing Science Centre etc. activity in that particular State and also commitment and support/initiative of the State/UT Governments desirous of having such Science Centres in their States. NCSM, however, gives priority to proposals from States which do not have any Science Centre as yet or where population is higher and density of Science Centre is low. A list showing the names of the States is given in the enclosed Statement - III.

**Statement – I***A List of Science Centres/Science Cities Set up in Country During each of the Last Three Year*

S. No.	Science Centers/Science City	Name of State/Union Territory	Date of Inauguration of the centre
1.	Regional Science Centre, Dharwad	Karnataka	27.02.2012- (2011-12)
2.	Regional Science Centre, Raipur	Chattisgarh	13.07.2012- (2012-13)
3.	Regional Science Centre, Jaipur	Rajasthan	29.12.2012- (2012-13)
4.	Pimpri Chinchwad Science Centre, Pune	Maharashtra	08.02.2013- (2012-13)
5.	Regional Science Centre, Coimbatore	Tamil Nadu	06.05.2013- (2013-14)
6.	Jorhat Science Centre & Planetarium, Jorhat	Assam	06.07.2013- (2013-14)
7.	Sub-Regional Science Centre, Jodhpur	Rajasthan	17.08.2013- (2013-14)

**Statement - II**

S. No.	Name of Regional Science Centres presently being set up by NCSM	State/UT Government to which the Centres would be handed over by NCSM after inauguration for operation and maintenance	1	2	3
04.	Regional Science Centre, Kottayam				Kerala
05.	Regional Science Centre, Mysore				Karnataka
06.	Regional Science Centre, Chandigarh				UT, Chandigarh
07.	Science City, Guwahati				Assam.
08.	Sub-Regional Science Centre, Kumaun				Uttarakhand
09.	Sub-Regional Science Centre, Bargarh				Odisha
10.	Sub-Regional Science Centre, Udaipur				Tripura
1	2	3			
01.	Regional Science Centre, Pilikula, Mangalore	Karnataka *			
02.	Regional Science Centre, Dehradun	Uttarakhand			
03.	Sub-Regional Science Centre & Planetarium, Puducherry	Puducherry *			

The following Science Centre projects are proposed for implementation during 12th & 13th Plan Period in a phased manner:-

S. No.	Name of Regional Science Centres projects which are proposed for implementation	State	Union Territory
1	2	3	4
01.	Sub-Regional Science Centre, Srinagar	Jammu and Kashmir	

1	2	3	4
02.	Sub-Regional Science Centre, Rajahmundry	Andhra Pradesh	-
03.	Sub-Regional Science Centre, Palampur	Himachal Pradesh	
04.	Sub-Regional Science Centre, Udaipur	Rajasthan	
05.	Sub-Regional Science Centre, Ambala	Haryana	-
06.	Sub-Regional Science Centre, Jabalpur	Madhya Pradesh	-
07.	Sub-Regional Science Centre, Gaya	Bihar	-
08.	Regional Science Centre, Allahabad/Kanpur	Uttar Pradesh	-
09.	Sub-Regional Science Centre, Amritsar/Bhatinda	Punjab	-
10.	Sub-Regional Science Centre, Dadra-Nagar Haveli, Daman and Diu		Dadra-Nagar Haveli, Daman and Diu
11.	Sub-Regional Science Centre, Tumkur	Karnataka	

**Statement – III**

Name of States to which NCSM has given priority to Set up Science Cities Centres

1. Kokrajhar, Assam	17. Mayabunder, Andaman and Nicobar Islands
2. Rohtak, Haryana	18. Paralakhemundi, Odisha
3. Bikaner, Rajasthan	19. Science City, Bangalore
4. Raichur, Karnataka	20. Science City, Navi Mumbai, Maharashtra
5. Haveri, Karnataka	21. Science City, Hyderabad, Andhra Pradesh
6. Belgaum, Karnataka	22. Science City, Patna, Bihar
7. Hassan, Karnataka	23. DSC, Sukna, Chhattisgarh
8. Shimoga, Karnataka	24. Science City, Nagpur, Maharashtra
9. Bellary, Karnataka	25. RSC, Bhilai, Chhattisgarh
10. Uttar Kannada, Karnataka	26. SRSC, Raibareli, UP
11. Kodagu, Karnataka	27. SRSC, Kaithal, Haryana
12. Bidar, Karnataka	28. Science City, Kumhari, Chhattisgarh
13. Sc. City, Sampla, Han ana	29. Nadia, West Bengal
14. Planetarium, Darbhanga, Bihar	30. Sambalpur, Odisha
15. Burhanpur, MP	31. Balurghat, West Bengal
16. Aurangabad, Maharashtra	32. Upgradation of Sub-Regional Science Centre, Jodhpur
	33. Ambikapur, Chattisgarh
	34. Vishakhapatnam, Andhra Pradesh
	35. Science City, Bhubaneswar (Odisha)

**Review of PDS**

590. SHRI MEKAPATI RAJA MOHAN REDDY: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has recently reviewed the working of Public Distribution System (PDS) in the country; and

(b) if so, the main findings of the report and the steps taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) and (b) This Department has been getting the functioning of Targeted Public Distribution System (TPDS) evaluated by different agencies from time to time. An evaluation study of TPDS was got conducted by National Council of Applied Economic Research (NCAER) in respect of 12 States (reports submitted in 2007-09) and through Indian Institute of Public Administration (IIPA) in respect of 14 States (reports submitted in 2010-11). These evaluation studies have revealed certain shortcomings/deficiencies in the functioning of TPDS such as inclusion/exclusion errors and leakages/ diversion of foodgrains, details of which are given in the enclosed Statement - I to IV. The reports received have been sent to the States/UTs (concerned for taking necessary remedial measures to

remove the deficiencies) noticed in the functioning of TPDS.

**Statement – I**

*Inclusion/Exclusion Errors Indicated by NCAER in its Concurrent Evaluation Reports in 12 States.*

S. No.	Name of State	Inclusion errors in percentage	Exclusion errors in percentage
1.	Assam	50-60	70
2.	Bihar	50	30-35
3.	Chattisgarh	35	30-35
4.	Delhi	50	50-60
5.	Jharkhand	20-40	80
6.	Kerala	80	70-80
7.	Madhya Pradesh	20-40	70-80
8.	Maharashtra	40	50-60
9.	Mizoram	75	70
10.	Rajasthan	50	30-35
11.	Uttar Pradesh	20-30	30-35
12.	Uttarakhand	20-40	70-80

**Statement – II**

*Statement of Leakages and Diversion Shown in NCAER Reports*

Figures in %age

States	AAY		BPL		APL	
	Rice	Wheat	Rice	Wheat	Rice	Wheat
1	2	3	4	5	6	7
Delhi	1.63	3.72	3.34	0.00	0.00	0.00
Jharkhand	3.80	16.47	0.00	8.97	0.00	54.53
Kerala	18.66	0.00	0.00	19.24	0.00	13.10
Madhya Pradesh	0.00	16.81	18.93	29.14	0.00	0.00

1	2	3	4	5	6	7
Maharashtra	0.00	9.42	0.00	17.77	0.00	0.00
Uttarakhand	0.00	0.00	0.00	29.71	0.00	4.92
Rajasthan	0.00	0.00	0.00	0.00	0.00	0.00
Chhatisgarh	0.00	0.00	0.97	42.32	0.00	78.34
Bihar	0.00	41.35	0.00	46.87	0.00	0.00
Uttar Pradesh	0.00	0.86	8.32	20.67	0.00	0.00
Assam	1.49	0.00	44.97	0.00	83.28	100.00
Mizoram	36.21	0.00	37.44	0.00	81.12	100.00

**Statement – III**

*Consolidated Figures of Wrongful Inclusion and Exclusion of Households Indicated in IIPA (Phase -I) Concurrent Evaluation of TPDS Study Report.*

Name of State	% of wrongful inclusion of households in BPL Cards.	% of wrongful exclusion of BPL households from holding BPL cards.
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1	2	3
Arunachal Pradesh	67.3	31.3

1	2	3
Manipur	73.8	20.2
Nagaland	19.9	10.4
Odisha	16.5	20.0
Tripura	66.9	10.6
West Bengal	8.70	9.71

*Inclusion/Exclusion Errors in the IIPA (Phase -II) Concurrent Evaluation of TPDS Study Report.*

Name of State	Inclusion errors in percentage	Exclusion errors in percentage
Tamil Nadu	76.8	*
Punjab	68.9	16.5

1	2	3
Haryana	69.9	13.5
Chandigarh	30.2	38.6**
Andhra Pradesh	18.0	9.0
Himachal Pradesh	26.1	10.7
Jammu and Kashmir	44.3	10.3
Karnataka	37.6	34.5

Note: Inclusion error is based on percentage of BPL and AAY cardholders above poverty line, as obtained from the sample and projected to the total number of cardholders in each category. This is based only on income criteria using Planning Commission poverty line and should be read with caution. The high percentages are also because of the low poverty line. Exclusion error indicates the percentage of APL cardholders, who are below poverty line. \*Tamil Nadu has universal PDS  
\*\*In Chandigarh, nearly 3.7% of the poor households remain excluded because of failure to identify them.

**Statement – IV**

*Consolidated Figures of Leakages of Foodgrains (Rice and Wheat) Indicated in IIPA (Phase-I) Report.*

S. No.	State	Leakage as Percentage of offtake
1	2	3
1.	Arunachal Pradesh	14.88
2.	Manipur	27.00

1	2	3
3.	Nagaland	49.49
4.	Odisha	6.86
5.	Tripura	3.24
6.	West Bengal	26.84

*Consolidated Figures of Diversion/Leakages of Foodgrains (Rice and Wheat) Allocated Under TPDS as Indicated in IIPA (Phase-II) Report.*

S. No.	State/UT	Percentage of diversion/ leakage of foodgrains (Rice & Wheat) allocated under TPDS to AAY and BPL beneficiaries
1.	Haryana	8.69
2.	Punjab	Nil *
3.	Chandigarh	13.6
4.	Tamil Nadu	13.64
5.	Andhra Pradesh	Nil *
6.	Himachal Pradesh	5.6
7.	Jammu and Kashmir	4.1
8.	Karnataka	Nil *

\* Nil percentage of diversion/leakage does not take into account diversion from one category to another category of beneficiaries (AAY/BPL/APL).

#### **Rehabilitation Policy for Border States**

591. SHRI ASADUDDIN OWAISI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has chalked out any rehabilitation policy for border States specially for the north eastern region;

(b) if so, the details thereof;

(c) whether the State Government of Arunachal Pradesh has warned the Union Government about thinning out of border population resulting in security threat; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RIJIJU): (a) to (d) Recently on 4th July, 2014 Chief Minister, Arunachal Pradesh submitted a memorandum to the Minister of State in the Ministry of Home Affairs where in the issue of sparse population in the border areas and strong need to promote developmental activities in Border Areas has been raised so that the residents willingly settle there and act as our frontier guards along the international borders. Government of India is seized of the matter and has been implementing the Border Area Development Programme through the State Governments. This programme is a part of comprehensive approach to the Border Management to meet the special developmental needs of the people living in the remote and inaccessible border areas and to saturate the border areas with essential infrastructure through convergence with other Central/State/Local schemes and participatory approach.

The programme is supplemental in nature to fill the gaps as a 100% centrally sponsored scheme. It is being implemented in 375 border blocks of 103 border districts in 17 States (including States in the North Eastern Region), along the international land borders. The developmental activities under BADP relate to infrastructure development such as link roads, employment generation, education, health, drinking water, electricity, agriculture and allied sectors etc.

Guidelines of BADP also provide for fast development of villages particularly of those located in the remote hilly areas closer to the international land borders through Skill Development of the youth, Tourism development etc. to contain migration from the border areas. From the year 2012 onwards, State Governments have been requested to utilize at least of 5% of the allocation of the State under BADP for skill development and capacity building of the people living in border areas.

#### **Modernisation of Slaughter House**

592 SHRI M.B. RAJESH: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government is implementing a scheme to modernise the slaughter houses in urban areas of various States including Kerala;

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

(c) the number of projects approved and funds allocated by the Government, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (Dr. SANJEEV KUMAR BALYAN): (a) Yes Madam

(b) and (c) During XI Plan, the Ministry of Food Processing Industries had launched a comprehensive scheme for modernization of abattoirs across the country. Financial assistance is provided at 50% and 75% of the cost of plant & machinery and technical civil work in general and difficult areas respectively, subject to a maximum of Rs. 15 crores for each project. A total ten abattoir projects were approved during the XI Plan out of which four have been completed, viz modern abattoir at

Dimapur, Vadgaon, Kolkata and Shimla. The details of the projects are given in the enclosed Statement-I

During XII Plan, 17 abattoir proposals have been approved for grant of financial assistance under this scheme. The details of 17 abattoir projects, State-wise including Kerala during the XII Plan is given in the enclosed Statement-II

The scheme was being implemented in the Central Sector for the first two years of the XII Five Year Plan *i.e.* 2012-13 and 2013-14. With effect from 1st April 2014, the Scheme for Setting up /Modernization of Abattoirs has been transferred to State Governments for implementation through National Mission on Food Processing for the rest of the XII Plan, since most of the proposals are from Municipal Bodies which are closely connected to the State Governments.

**Statement – I**

*Status of Abattoir Projects approved during XI Plan*

S. No.	State	Name of Project Promoter	Total Project Cost (Rs in lakhs)	Total Amount Sanctioned (Rs in lakhs)	Total Amount disbursed till date (Rs in lakhs)
1	2	3	4	5	6
1.	Andhra Pradesh	Greater Hyderabad Municipal Corporation	3284	1478.98	1183.18
2.	Bihar	Bihar Urban Infrastructure Development Corporation Limited	2638	1097.21	109.72
3.	Himachal Pradesh	Municipal Corporation, Shimla	2642	1500.00	1200.00
4.	Jammu and Kashmir	Jammu Municipal Corporation	2300	1500.00	150.00
5.	Jammu and Kashmir	Jammu and Kashmir Sheep and Sheep products Development Board, Srinagar	2800	1410.00	141.00
6.	Jharkhand	Municipal Corporation Ranchi	1867	864.595	86.46
7.	Maharashtra	Ahmednagar, District Goat Rearing and Processing Co-operative Federation Ltd.	2352	851.02	851.02
8.	Nagaland	Dimapur Municipal Council	2288	1437.50	1402.17



1	2	3	4	5	6
9.	Sikkim	Department of Animal Husbandry, Livestock, Fisheries & Veterinary Services, at Majhitar, East Sikkim	926.36 (Original total cost) 2707.22 (Revised total cost)	616.72 (Original approved grant-in-aid) 1500.00 (Revised approved grant-in-aid)	131.06
10.	West Bengal	Kolkata Municipal Corporation	2845	1287.34	1029.87
Total			25723.22	12926.65	6284.48

**Statement – II***Status of Abattoir Projects approved during XII Plan*

S. No.	State	Name of Project Promoter	Total Project Cost (Rs. in lakhs)	Total Amount Sanctioned (Rs. in lakhs)	Total Amount disbursed till date (Rs. in lakhs)
1	2	3	4	5	6
1.	Andhra Pradesh	Greater Vishakhapatnam Municipal Corporation under PPP mode with Vizag Food Pvt. Ltd, Vizag.	3574.29	1500.00	150.00
2.	Arunachal Pradesh	Itanagar Municipal Council at Neharlagun	1632.21	1019.81	101.98
3.	Chhattisgarh	Municipal Corporation Raipur, at Raipur	1729.32	793.41	—
4.	Goa	Goa Meat Complex Ltd (Govt. of Goa Undertaking) at Usgaon, Ponda	1300	617.02	61.70
5.	Haryana	Faridabad Municipal Corporation, at Faridabad.	2200.35	891.05	
6.	Karnataka	Hospet City Municipal Council, at Hospet.	889.95	380.31	5.22
7.	Karnataka	Mysore City Corporation, at Mysore.	3990.00	1500.00	150.00
8.	Karnataka	Chitradurga City Municipal Council at Chitradurga	770.00	328.71	32.87

1	2	3	4	5	6
9.	Kerala	Meat Products of India Ltd (Govt. of Kerala Undertaking) at Edayaar	3102.14	1436.12	143.61
10.	Maharashtra	Aurangabad Municipal Corporation at Aurangabad, (PPP mode)	3649.26	1424.72	
11.	Mizoram	Industry Department & MIFCO, at Aizawl.	2090.82	1286.23	128.62
12.	Tamil Nadu	Tiruchirapalli City Corporation at Gandhi, Market, Tiruchirapalli.	306.23	145.83	—
13.	Tamil Nadu	Tiruchirapalli City Corporation at G Corner, Tiruchirapalli	679.01	320.84	—
14.	Uttar Pradesh	Nagar Nigam Bareilly At Bareilly, (PPP mode)	2362.00	1010.50	—
15.	Uttar Pradesh	Municipal Corporation Jhansi, at Jhansi (PPP mode)	2553.32	1113.37	—
16.	West Bengal	Kolkata Municipal Corporation at 400 Rabindra Sarani, Kolkata.	1330.07	579.46	57.95
17.	West Bengal	Kolkata Municipal Corporation, Kolkata at 25 DC Dey Road, Kolkata	1457.76	528.87	
Total			33616.73	14876.7	831.95

**Fodder Costs**

593. SHRI R. DHYUVANARAYANA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government is working on cutting fodder costs by adopting an innovative methods to grow fodder grass on rooftops of cattle sheds with space constraints and fodder scarcity;

(b) if so, the details thereof and the results /yields so far; and

(c) the manner in which the method is fruitful to the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (Dr. SANJEEV KUMAR BALYAN): (a) No, Madam.

(b) and (c) Does not arise.

**Price Of Rice**

594. SHRI JOSE K. MANI: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to State:

(a) whether the Government has imposed storage/stock limit for rice and if so, the details thereof;

(b) whether the prices of rice continue to rise despite imposition of storage/stock limit and if so, the details thereof and the reasons therefor;

(c) the production, consumption, availability, demand and stock of rice available during each of the last three years and the current year; and

(d) the action taken by the Government to contain the prices of rice and increase the production of paddy?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a)

Yes. The stock limits for rice and paddy were imposed under the Essential Commodities Act, 1955 and is currently in operation up to 30.11.2014.

(b); The prices of essential food items including rice normally go up on account of several factors such as limited market availability increase in transportation costs and artificial shortages because of hoarding and black-marketing.

(c) The requisite information is given in the enclosed Statement

(d) Action taken by the government to contain the prices of rice includes :

- Maintained the Central Issue Price (CIP) for rice (at Rs. 5.65 per kg for BPL and Rs 3 per kg for AAY).
- Suspended Futures trading in rice.
- Recently approved the release of additional five million tonnes of Rice to BPL & APL families in states pending implementation of National Food Security Act (NFSA).
- Issued advisory to State Governments to take effective action against hoarding and black marketing under the Essential Commodities Act 1955 & the Prevention of Black Marketing and Maintenance of Supplies of Essential Commodities Act 1980.

For increasing the productivity and production of rice in the country, the "National Food Security Mission-Rice (NFSM-Rice)" and the programme of "Bringing Green Revolution to Eastern India (BGREI)" - a sub-scheme of Rastriya Krishi Vikas Yojana (RKVY) are being implemented.

#### **Statement**

*Table 1: Production and Availability of Rice (Million Tonnes)*

YEAR	PRODUCTION	AVAILABILITY®
2010-11	95.98	72.28
2011-12	105.3	73.53
2012-13	105.24*	70.64

YEAR	PRODUCTION	AVAILABILITY®
2013-14	106.29**	68.73

Note : \* Final Estimates

\*\* 3rd Advance Estimates

@Availability = Production + imports - exports

Source: DAC, DGCIS, APEDA (D/o Commerce)

*Table 2: Rice Stocks (Million Tonnes)*

AS ON	STOCK (RICE)
01.04.2011	28.8
01.04.2012	33.4
01.04.2013	35.5
01.4.2014	20.3

Source: FCI

According to the 12th Five Year Plan (2012-17) document the projected demand for rice will be 110 million tonnes in 2016-47. There are no official year-wise consumption estimates for rice available.

*[Translation]*

#### **Development of Cooperative Societies**

595. SHRI SUNIL KUMAR SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of cooperative societies functioning in the country at present, State/ UT-wise;

(b) whether the Government proposes to formulate a national policy for the development and upgradation of cooperative societies; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (Dr. SANJEEV KUMAR BALYAN): (a) The State/UT-wise details of Multi State Cooperative Societies registered under Multi State Cooperative Societies Act, 2002, the Act administered by the Government of India, are given in the enclosed Statement. Details of Societies registered in States under their respective Cooperative Societies Acts are not maintained by the Government of India.

(b) and (c) Government of India has a National Policy on Cooperatives, 2002. The main objective of the National Policy on Cooperative is to facilitate all round development of the cooperatives in the country. The Policy seeks to achieve, inter-alia; ensuring functioning of the cooperatives based on basic cooperative values and principles; revitalization of cooperative structure particularly in the sector of agriculture credit; reduction of regional imbalances through provision of support measures; strengthening of the Cooperative Education & Training and Human Resource Development for professionalization of the management of the Cooperatives; and greater participation of members in the management of cooperatives and promoting the concept of user members.

#### **Statement**

*Total Number of Cooperative Societies Registered Under Multi-State Cooperative Societies (MSCS) Act, 2002 as on 30.06.2014 are 1226.*

*State Wise Details of Number of Multi-State Cooperative Societies Since 1986:-*

S. No.	State/UT	No. of Societies (1986 onward)
1	2	3
1.	Andhra Pradesh	13
2.	Arunachal Pradesh	1
3.	Assam	5
4.	Bihar	14
5.	Chandigarh	1
6.	Chhattisgarh	4
7.	Dadar Nagar Haveli	1
8.	Goa	3
9.	Gujarat*	25
10.	Himachal Pradesh	2
11.	Jharkhand	7
12.	Karnataka	21
13.	Kerala	20

1	2	3
14.	Madhya Pradesh	20
15.	Maharashtra**	497
16.	Manipur	1
17.	Nagaland	1
18.	Delhi***	101
19.	Odisha	17
20.	Puducherry	5
21.	Punjab	15
22.	Rajasthan	66
23.	Tamil Nadu****	69
24.	Uttar Pradesh	91
25.	Uttarakhand	3
26.	West Bengal	46

\*Out of 25 societies, 3 societies are under liquidation.

\*\*Out of 497 societies, 2 societies are under liquidation.

\*\*\*Out of 101 societies, 1 society is under liquidation.

\*\*\*\*Out of 69 societies, 2 societies are under liquidation.

#### **Promotion of Hockey**

596. SHRI CHHOTELAL: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government proposes to promote the National sport Hockey among the youth: and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) and (b) Madam, 'Sports' is a state subject. The primary responsibility for development and promotion of a sport discipline including hockey rests with the concerned National Sports Federation (NSF) and the State Governments. Government of India supplements the efforts of the NSFs by providing financial assistance for various activities such as holding coaching camps for national level sportspersons, holding of ron and

national championships for sub-junior, junior and senior categories, organizing International tournaments in India, training and participation of sportspersons/teams in international tournaments abroad, procurement of sports and sports science equipment and consumables, engagement of foreign coaches/experts to train the athletes, etc. as per agreed Long Term Development Plans. Government has recognized Hockey India as the NSF responsible for promotion and development of the sport of hockey in the country. The Government has also recognised Jawaharlal Nehru Hockey Tournament Society as NSF for promotion of hockey among school children. Financial assistance, at par with the NSFs, is given to the Society for organising National Championships at the School level. Rs. 3642.39 lakhs was spent on hockey from the Central Government budget during the last three years, *i.e.*, from 2011-12 to 2013-14.

Further, identification and nurturing of the identified talent from various disciplines including hockey is done under the following Schemes of the Sports Authority of India (SAI) :

- National Sports Talent Contest (NSTC) Scheme
- Army Boys Sports Companies (ABSC) Scheme
- SAI Training Center (STC) Scheme
- Special Area Games (SAG) Scheme
- Centre of Excellence (CoE) Scheme

The Government also provides assistance to the States under the Scheme of Rajiv Gandhi Khel Abhiyan (RGKA), {earlier called Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA)} a Centrally Sponsored Plan Scheme and Urban Sports Infrastructure Scheme (USIS). Under RGKA, assistance of Rs. 1.75 crore each will be provided for construction of a Sports Complex in every rural block of the country to cater to various sports disciplines including Hockey. The Scheme of USIS provides for giving grants, inter-alia, for creation of sports infrastructure projects such as hockey turf/football turf/multi-purpose halls/athletic tracks, etc. Under the scheme, State Governments, local civic bodies, Schools, Colleges, Universities and Sports Control Boards are eligible for appropriate assistance.

[English]

### Home Guards

597. SHRI VIRENDER KASHYAP: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of Home Guards in the country, State-wise;

(b) whether the Home Guards are being exploited in the discharge of their duties;

(c) if so, the corrective steps taken by the Government in this regard;

(d) whether the Government has any proposal to regularize the services of Home Guards; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) The information is given in the enclosed Statement.

(b) and (c) The voluntary services of Home Guards in States and Union Territories are dealt with under the respective State Home Guards Acts and Rules. The extent of utilization of the Home Guards is the prerogative of the State Governments, as it is a State subject. The Central Government does not maintain any information on the exploitation of the Home Guards.

(d) and (e) The issue relates to State Government.

### Statement

#### *Strength of Home Guards in States/UTs.*

S. No.	Name of State/UT	Total number of Home Guards, State-wise as on 30.06.2014
1	2	3
1.	Andaman and Nicobar Islands	718
2.	Andhra Pradesh	12238
3.	Arunachal Pradesh	0*
4.	Assam	5967
5.	Bihar	53241
6.	Chandigarh	1349

1	2	3
7.	Chattisgarh	7931
8.	Dadra and Nagar Haveli	398
9.	Daman and Diu	220
10.	Delhi	43267
11.	Goa	750
12.	Gujarat	39852
13.	Haryana	4599
14.	Himachal Pradesh	7758
15.	Jammu and Kashmir	2868
16.	Jharkhand	19467
17.	Karnataka	21700
18.	Lakshadweep	55
19.	Madhya Pradesh	14235
20.	Maharashtra	40616
21.	Manipur	2240
22.	Meghalaya	2538
23.	Mizoram	1028
24.	Nagaland	965
25.	Odisha	16678
26.	Puducherry	340
27.	Punjab	21939
28.	Rajasthan	29634
29.	Sikkim	538
30.	Tamil Nadu	10140
31.	Tripura	1146
32.	Uttar Pradesh	108607
33.	Uttarakhand	5280
34.	West Bengal	12525
<b>Total</b>		<b>490827</b>

P\*YET TO BE RAISED AND ESTABLISHED

**Revamping PYKKA**

598. SHRI B.V. NAIK: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has revamped the Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA) recently;

(b) if so, the details thereof including the estimates of the expenditure likely to be incurred on providing infrastructure/facilities under the revised programme; and

(c) the details of funds allocated and released for implantation of the said programme during the Twelfth Five Year Plan so far, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) and (b) Yes Madam. The Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA) has since been revamped and revised and named as Rajiv Gandhi Khel Abhiyan (RGKA) w.e.f. 01.04.2014. Details of the RGKA Scheme are placed, at enclosed Statement - I. The total estimated fund requirement (non recurring) for the RGKA scheme is Rs 11042.25 crores. Budget/estimates for the current financial year is Rs 200 Crores.

(c) An amount of Rs. 1200.00 Crore was allocated for implementation of PYKKA (since revised) during the 12th Five year Plan. State-wise details of funds released for implementation of PYKKA Scheme during 2012-13 and 2013-14 under 12th five year plan are enclosed as Statement - II and III

**Statement - I***Details of the RGKA Scheme*

Under the RGKA scheme, it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines, on land measuring about six - seven acres at a cost of Rs. 80 lakh each (Total Rs. 1.60 crore). There is also provision of Rs. 15 lakh for sports equipment to be provided by Ministry of Youth Affairs and Sports. It is proposed to have sporting facilities for both indoor and outdoor disciplines.

All the 6545 blocks in 634 districts will be covered in a phased manner over a period of 5 years. Funds for

construction of the block level sports complex will be converged from different schemes such as Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA); Backward Regions Grant Fund (BRGF); Non Lapsable Central Pool of Resources (NLCPR - Central); Additional Central Assistance (ACA) for the Left Wing Extremism (LWE) affected districts, of the Ministries of Rural Development, Panchayati Raj, Development of North Eastern Region (DONER) and Planning Commission respectively with RGKA.

Three Sports Trainers (one Master Sports Trainer and two Sports Trainers, out of serving Physical

Education Teachers) will be engaged in each block level sports complex for training of sports persons. They will be given suitable honorarium in addition to their normal salaries received from respective school/college.,

Annual Sports competitions viz., Rural Sports Competitions, Women Sports Competitions, North-East Games and Special Area Games (for LWE affected regions) shall be held under RGKA upto the National level. The grants for holding the above competitions have also been enhanced.

### **Statement – II**

#### *State-Wise Details of Funds Released for Implementation of PYKKA Scheme During 12th Five Year Plan 2012-13*

(Rs. in crores)

S. No	Name of the State/ UT	No. of village panchayat approved	No. of block panchayat approved	Funds released	Fund release for Competitions				
					Rural comp.	Women comp.	North East Games	Total	Grand Total
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh		-	10.63	11.16	0.34	-	11.5	22.13
2.	Assam	666	44	10.28	-	-	-	0	10.28
3.	Chhattisgarh	3 964	28	25.27	1.99	0.32	-	2.31	27.58
4.	Goa	-	-	0.18	-	-	-	0	0.18
5.	Haryana	-	-	-	0.62	0.23	-	0.85	0.85
6.	Himachal Pradesh	389	10	6.34	1.12	0.14	-	1.26	7.6
7.	Karnataka	566	18	9.61	2.58	0.69	-	3.27	12.88
8.	Kerala	200	30	10.36	-	-	-	0	10,36
9.	Madhya Pradesh				4.18	0.57	-	4.75	4.75
10.	Maharashtra				3.44	-	-	3,44	3.44
11.	Manipur				0.75	0.17	0.10	1.02	1.02
12.	Meghalaya				0.67	-	-	0.67	0.67
13.	Mizoram	163	05	2.07	1.06	0.13	0.10	1,29	3.36
14.	Nagaland				0.91	-	0.12	1.03	1.03
15.	Odisha	1246	62	19.21	3.86	0.53	-	4.39	23.6





1	2	3	4	5	6	7	8	9	10
12.	Meghalaya			0.44			0.11	0.11	0.55
13.	Mizoram	245	8	4.1	0.58	0.13	0.1	0.81	4.91
14.	Nagaland	438	22	6					6
15.	Odisha			7.53		0.27		0.27	7.8
16.	Punjab				1.45	0.13	-	1.58	1.58
17.	Rajasthan								
18.	Sikkim	166	95	0.79					0.79
19.	Tamilnadu			6.58	8.32	0.57	-	8.89	15.47
20.	Tripura	208	10	4.3	0.67	0.14	0.1	0.91	5.21
21.	Uttar Pradesh			4.92	1.15			1.15	6.07
22.	Uttarakhand	1511	17	22.84	1.1	0.1	-	1.2	24.04
	UTs								
23.	Daman and Diu								
24.	NSDF-PYKKA								6
25.	SAI NSNIS Patiala				2.5			2.5	2.5
	Total	5626	138	113.85	24.62	2.64	0.31	27.57	147.42

[Translation]

#### **Air Travel Facilities to Security Forces**

599. SHRI HANSRAJ GANGARAM AHIR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has provided air travel facility to the Central Armed Police Forces engaged in fighting the naxalites and if so, the details thereof;

(b) whether in view of the rising naxal violence in Maharashtra, Madhya Pradesh and Chhattisgarh, the Government proposes to provide helicopter service to help the said forces and to evacuate the persons injured in naxal attacks;

(c) if so, the details in this regard;

(d) whether the Government has issued any directives and guidelines to the States for setting up air-strips and helipads to facilitate air travel and to combat naxal attacks;

(e) if so, whether the State Governments has taken any action as per the said directives and guidelines; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (c) At present, a total number of 11 helicopters of the Indian Air Force and the Border Security Force have been deployed to provide substantive air support to the troops engaged in counter-LWE operations. These helicopters are available for use as per operational requirements in all Left Wing Extremism (LWE) affected States. The availability of helicopters acts as an important force multiplier and helicopters are extremely useful to the security forces in casualty evacuation and movement of reinforcements in times of need.

(d) to (f) In order to supplement the efforts of the State Governments in dealing with the problem of LWE, funds are also released to the State Governments of LWE affected States to cater to critical infrastructure

needs in the affected areas under the Special Infrastructure Scheme (SIS). This scheme, inter-alia, envisages construction of secure camping grounds and helipads at strategic locations in remote and interior areas. The Special Infrastructure Scheme for the LWE affected States (SIS), started in the 11\* Five Year Plan (FYP) Period, has been continued in the 12th FYP Period with an added objective of funding infrastructure, training, weaponry, equipment & vehicles for upgradation and filling critical infrastructure gaps of Special Forces of the LWE affected States. The guidelines for upgradation of Special Forces framed under the SIS also contain provision for helipads. An amount of Rs. 100.68 crore has been released to the States of Bihar, Chhattisgarh, Jharkhand, Odisha, Andhra Pradesh and Telangana during the year 2013-14 and 2014-15 (up to 30.6.2014). The State Governments have given an undertaking to abide by the Guidelines for upgradation of Special Forces framed under the SIS for completing various approved works relating to upgradation and filling of critical infrastructure gaps of their Special Forces including construction of helipads. Many helipads have been constructed near security force establishments in LWE affected States under the SIS Scheme.

[English]

#### **Cardamom Processing Centres**

600. ADV. JOICE GEORGE: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

- (a) the details of the cardamom processing centres in the country, State/UT-wise;
- (b) whether there are any fresh proposals for setting up new processing centres for cardamoms;
- (c) if so, the details thereof;
- (d) the details of the likely impact of the new processing centre on the net export of cardamom;
- (e) whether the Government has received any representation for the creation of a fund for cardamom; and
- (f) if so, the reaction of the Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE FOOD

PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) Spices Board of Department of Commerce under Ministry of Commerce & Industry has established a Spice Park at Puttady, Idukki district of Kerala as processing centre for cardamom & pepper. The facilities in the Park include e-auction centre, grading and colour sorting machine, Poly Urethane Form (PUF) godown for cardamom.

(b) Yes, Madam.

(c) As per information received from the Spice Board that in 12th Plan, they are proposing to set up a processing centre for cardamom at Bodinayakannoor in Tamilnadu, which is the major trading centre for cardamom. The proposed processing centre include an e-auction centre and cleaning, grading and packing facility for cardamom. The total cost of the proposed project is Rs. 1.50 crore.

(d) All the stake holders of cardamom including exporters can avail the facilities at the processing centre and thereby reducing the transportation and processing time for shipments. This will help to export fresh and best quality cardamom from the country.

(e) Yes, Madam.

(f) Ministry of Commerce & Industry has formulated a Modified Price Stabilization Fund Scheme (MPSF) for plantation crops including cardamom. The prime objectives of the MPSF is to provide financial relief to the growers when prices of these commodities fall below a specified level (below the price spectrum band), provide, sustain long term support to growers in place of ad-hoc interventions during crisis etc.

#### **Skill Development and Training of Farmers**

601. SHRI SHIVKUMAR UDASI: Will the Minister of AGRICULTURE be pleased to state:

- (a) the details of the schemes/ programmes run by the Government for skill development and training of the farmers in the field of agriculture and allied sectors;
- (b) whether the Government has earmarked funds under various schemes for the purpose;
- (c) if so, the details of funds earmarked and spent thereunder during each of the last three years and the

current year, Scheme and State/UT-wise including Karnataka; and

(d) the details of the success achieved under the programme during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) to (d) A number of ongoing schemes and programmes of the Government have an inbuilt component of capacity building and training of farmers in the field of agriculture and allied sectors. An illustrative list of such schemes is enclosed as Annexure-I. However, there is no specific scheme or programme only on skill development of farmers. While some schemes have earmarked allocation of funds for training, others are demand driven as per plans drawn up by the States and Implementing Agencies. Information regarding allocation and expenditure of funds and physical achievements has been depicted in the enclosed Statement-II

**Statement – I**

1. National Mission on Agricultural Extension and Technology (NMAET)
  - a. Sub-Mission on Agricultural Extension (SMAE) (including Extension Reforms)
    - b. Sub-Mission on Seed and Planting Material (SMSP) (including Seed Village Programme)
    - c. Sub-Mission on Agricultural Mechanization (SMAM)
    - d. Sub-Mission on Plant Protection and Plant Quarantine (SMPP)
2. National Food Security Mission (NFSM)
3. Mission on Integrated Development of Horticulture [including erstwhile National Horticulture Mission (NHM) & Horticulture Mission for North Eastern States & Himalayan States etc.]
4. National Mission on Oilseed and Oil Palm (NMOOP) (including erstwhile Integrated Scheme of Oilseeds, Pulses, Oil Palm and Maize)
5. National Mission on Sustainable Agriculture (NMSA)
6. Integrated Scheme for Agricultural Marketing (including Rural Godown Component)
7. Crop Diversification Programme in Original Green Revolution States.
8. Krishi Vigyan Kendras (KVKs) under Indian Council of Agricultural Research (ICAR)

**Statement – II**

*Statement Showing State-wise/Year-wise Details of Budget Earmarked, Utilised, Persons Benefitted*

FA\*\* = Fund Allocation (Rs. in Lakh )

FU= Fund UtilizationfRs. in Lakh)

PB= Persons Benefitted ( in Number)

S. No.	STATE	2011-12			2012-13			2013-14			2014-15* (till June, 2014)		
		FA	FU	PB	FA	FU	PB	FA	FU	PB	FA	FU	PB
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	4330.56	3654.29	899128	3076.86	2681.33	596207	2421.91	640.32	1638898	102.77	0	64998
2.	Bihar	3188.57	2737.45	1000876	3752.81	2664.65	1461128	1635.18	607.59	688101	105.28	0	36796
3.	Chhattisgarh	1839.8	1395.15	302361	1898.65	1675.2	313092	997.21	460.27	149397	126.91	0	45629
4.	Gujarat	4913.22	4734.36	617548	1828.1	1738.34	517533	874.59	509.6	295006	719.71	16.96	69001
5.	Goa	3.69	0.43	1586	14.08	2.34	1802	22.13	1.94	224	.35	0.38	103
6.	Haryana	1149.65	1047.04	335509	807.31	838.76	181552	176.04	127.01	155801	39.02	10.34	8002
7.	Himachal Pradesh	651.33	282.39	62108	402.27	292.03	66989	178.88	123.79	146394	157.23	0	4002
8.	Jammu and Kashmir	755.25	232.83	23593	457.2	202.36	74728	1586.81	950.11	149198	952.67	0	57001
9.	Jharkhand	682.36	537.43	80832	1039.08	896.76	108431	1292.68	976.62	91339	905.88	0	16002
10.	Karnataka	5450.04	5176.69	217326	2367.17	2025.04	238244	371.68	227.48	183591	1012.49	0.50	9159
11.	Kerala	1049.63	486.66	142914	942.98	610.56	184669	780.24	289.36	166498	498.58	5.02	6107
12.	Madhya Pradesh	2114.87	1775.51	751184	2565.83	2153.36	1037285	2970.48	948.8	270452	1159.32	0	150201
13.	Maharashtra	1405.58	1471.77	313645	1360.38	1267.69	300953	2300.19	707.68	137891	324.3	0.41	16131
14.	Odisha	5225.04	4920.57	257077	2312.82	2341.7	94260	1096.81	479.06	211990	657.11	0	184001
15.	Punjab	807.53	593.03	208789	739.59	406.25	218305	410.33	160.48	212408	230.41	0	6639

16.	Rajasthan	6270.59	6044.03	184620	4884.2	4602.69	190179	1359.52	662.03	266200	319.41	0	14502
17.	Tamilnadu	3234.17	2895.38	1091727	2698.64	1899.06	540023	1436.86	311.51	4215832	111.41	0	145194
18.	Uttar Pradesh	3232.46	2300.08	493969	3829.56	2865.91	536196	1470.57	571.4	653298	1558.2	0	74329
19.	West Bengal	664.62	220.93	49298	2001.76	572.71	117174	1340.88	726.72	111603	117.71	0	13198
20.	Assam	1021.14	587.52	408972	385.25	198.95	201214	510.61	164.27	169396	808.5	0	9308
21.	Arunachal Pradesh	253.07	104.54	29066	547.6	178.95	28526	445.2	20.60	53299	19.85	0	4501
22.	Manipur	392.95	128.83	45179	376.35	71.95	21866	271.08	50.20	44202	14.49	0	848
23.	Meghalaya	127.41	0.0	6697	253.63	28.36	18019	59.73	31.41	24302	36.28	0	559
24.	Mizoram	598.75	416.81	21177	200.23	92.59	24281	113.56	62.88	84239	16.63	0	519
25.	Nagaland	311.32	57.64	25569	293.38	110.38	29801	219.12	149.55	38549	20.37	0	2601
26.	Tripura	273.84	177.76	33057	368.43	113.98	16819	327.14	61.20	30502	23.71	0	1119
27.	Sikkim	192.63	47.46	16011	194.45	29.45	4070	101.9	33.00	67498	4.5	0	1501
28.	Puducherry	27.03	3.89	6426	41.09	6.8	7239	27.86	5.67	4001	0.62	0	3018
29.	Uttarakhand	526.99	153.46	66615	541.83	219.26	78475	36.38	13.72	52188	11.6	0	3543
30.	Delhi	1.19	0	2077	1.59	0	1589	10.27	0	2001	2.42	0	245
31.	Andaman and Nicobar	3.81	0	1291	6.6	0	2770	31.61	16.28	41001	4.13	0	502
32.	Telangana	0	0	0	0	0	0	13.58	0	0	39.5	0	0
Total		50699.09	42183.93	7696227	40189.72	30787.41	7213419	24891.03	10090.55	10355299	10101.36	33.61	949259

\* All 3 sets of data for 2014-15 available from only some of the States for all schemes.

Overall allocation / requirement under State Extension Work Plan (SEWP), out of which expenditure is demand driven in most cases.

## State-wise/ Year-wise Schemes Covered

S. No.	STATE	2011-12	2012-13	2013-14	2014-15 (till June, 2014)
1	2	3	4	5	6
1.	Andhra Pradesh	NFSM, ER (ATMA), NHM, Seeds, ISOPOM, ICAR-KVK	NFSM, ER (ATMA), NHM, Seeds, ISOPOM, ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NHM, NHB, MKTNG(RGS)	TMOP, KVK-ICAR, NFSM
2.	Bihar	ER (ATMA), NFSM, NHM, Seeds, M&T/PHT, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, M&T/PHT, ISOPOM, ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NHM, MKTNG(RGS)	TMOP, KVK-ICAR, NFSM
3.	Chhattisgarh	ER (ATMA), NFSM, NHM, Seeds, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, M&T/PHT, ISOPOM, ICAR-KVK	SVP, ER (ATMA), TMOP, KVK-ICAR, NHM, MKTNG(RGS)	SVP, ER (ATMA), TMOP, KVK-ICAR, NHM
4.	Gujarat	ER (ATMA), NFSM, NHM, Seeds, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, M&T/PHT, ISOPOM, ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP (Oilseed), KVK-ICAR, NFSM, NHM, MKTNG(RGL)	SVP, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM
5.	Goa	NFSM, ICAR-KVK	NFSM, ICAR-KVK	TMOP, KVK-ICAR, NFSM, NHM, MKTNG(RGL)	KVK-ICAR, NHM
6.	Haryana	ER (ATMA), NFSM, NHM, Seeds, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, ISOPOM, M&T/PHT, ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NHM, MKTNG(RGS)	ER (ATMA), NIPHM, KVK-ICAR, NHM, MKTNG(RGS)
7.	Himachal Pradesh	ER (ATMA), NFSM, HNMEH, Seeds, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, HNMEH, Seeds, ISOPOM, ICAR-KVK	SVP, ER (ATMA), (ATMA), TMOP, KVK-ICAR, NFSM, NHM, NHB, MKTNG(RGS)	SVP, ER (ATMA), TMOP, KVK-ICAR, NFSM, NHM, NHB, MKTNG(RGS)
8.	Jammu and Kashmir	ER (ATMA), HNMEH, Seeds, ISOPOM, ICAR-KVK	ER (ATMA), HNMEH, Seeds, ISOPOM, ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP (Oilseed), KVK-ICAR, NHM, NHB, MKTNG(RGS)	SVP, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NHM

1	2	3	4	5	6
9.	Jharkhand	ER (ATMA), NHM, M&T, ICAR-KVK	Reforms, NHM, ICAR-KVK	ER (ATMA), KVK-ICAR, NFSM, NHM, MKTNG(RGS)	ER (ATMA), KVK-ICAR, NFSM
10.	Karnataka	ER (ATMA), NFSM, NHM, Seeds, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, ISOPOM, ICAR-KVK	SVP. NIPHM, ER (ATMA), TMOP, NFSM, KVK-ICAR, NHM, MKTNG(RGS)	NIPHM, ER (ATMA), TMOP, KVK-ICAR
11.	Kerala	ER (ATMA), NHM, ISOPOM, ICAR-KVK	ER (ATMA), NHM, ISOPOM, ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP(Oilseed), KVK-ICAR, NHM, Coconut development. MKTNG(RGS)	ER (ATMA), TMOP, KVK-ICAR, NFSM, NHM, MKTNG(RGS)
12.	Madhya Pradesh	ER (ATMA), NFSM, NHM, Seeds, M&T, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, M&T, ICAR-KVK	M&T and PHT, SVP, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM, NHM, MKTNG(RGS), M&T	SVP, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM, NHM, MKTNG(RGS)M&T
13.	Maharashtra	ER (ATMA), NFSM, NHM, HMNEH, ICAR-KVK	ER (ATMA), NFSM, NHM, HMNEH, ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NHM, NHB, MKTNG(RGS)	TMOP, KVK-ICAR, NHM
14.	Odisha	ER (ATMA), NFSM, NHM, Seeds, ISOPOM, ICAR-KVK,	ER (ATMA), NFSM, NHM, Seeds, M&T, ISOPOM, ICAR-KVK	SVP. Ext Reforms. TMOP, KVK-ICAR, NFSM, NHM, MKTNG(RGS)	ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM
15.	Punjab	ER (ATMA), NFSM, NHM, Seeds, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, ISOPOM, ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM, NHM, NHB, MKTNG(RGS)	ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM
16.	Rajasthan	ER (ATMA), NFSM, NHM, Seeds, M&T, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, M&T, ISOPOM, ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP(Oilseed), KVK-ICAR, NFSM, NHM, MKTNG(RGS)	ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM

1	2	3	4	5	6
17. Tamilnadu	ER (ATMA), NFSM, NHM, Seeds, M&T, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, M&T, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, M&T, ISOPOM, ICAR-KVK	SVP, M&T and PHTM, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM, NHM, NHB, MKTNG(RGS)	SVP, TMOP, KVK-ICAR, NFSM,
18. Uttar Pradesh	ER (ATMA), NFSM, NHM, Seeds, M&T, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, M&T, ISOPOM, ICAR-KVK	ER (ATMA), NFSM, NHM, Seeds, M&T, ISOPOM, ICAR-KVK	SVP, M&T and PHTM, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM, NHM, NHB, MKTNG(RGS)	SVP, M&T and PHTM, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM, NHM
19. West Bengal	ER (ATMA), NFSM, NHM, M&T, ICAR-KVK	ER (ATMA), NFSM, NHM, M&T, ICAR-KVK	ER (ATMA), NFSM, NHM, M&T, ICAR-KVK	SVP, ER (ATMA), M&T and PHTM.NIPHM, TMOP(Oilseed), KVK-ICAR, NFSM, NHM, MKTNG(RGS)	TMOP, KVK-ICAR, NFSM
20. Assam	ER (ATMA), NFSM, HMNEH, Seeds, ICAR-KVK	ER (ATMA), NFSM, HMNEH, Seeds, ICAR-KVK	ER (ATMA), NFSM, HMNEH, Seeds, ICAR-KVK	SVP, ER (ATMA), TMOP(Oilseed), KVK-ICAR, NHM, MKTNG(RGS)	SVP, ER (ATMA), TMOP, KVK-ICAR
21. Arunachal Pradesh	ER (ATMA), HMNEH, Seeds, M&T./PHT ICAR-KVK	ER (ATMA), HMNEH, Seeds, M&T./PHT ICAR-KVK	ER (ATMA), HMNEH, Seeds, M&T./PHT ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP(Oilseed), KVK-ICAR, NHM, NHB, MKTNG(RGS)	TMOP, KVK-ICAR, NFSM
22. Manipur	ER (ATMA), HMNEH, Seeds, ICAR-KVK	ER (ATMA), HMNEH, Seeds, ICAR-KVK	ER (ATMA), HMNEH, Seeds, ICAR-KVK	SVP, ER (ATMA), TMOP(Oilseed), KVK-ICAR, NFSM, MKTNG(RGS)	KVK-ICAR, NFSM
23. Meghalaya	ER (ATMA), HMNEH, Seeds, M&T/PHT ICAR-KVK	ER (ATMA), HMNEH, Seeds, M&T/PHT ICAR-KVK	ER (ATMA), HMNEH, Seeds, M&T/PHT ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM, NHM, MKTNG(RGS)	ER (ATMA), TMOP, KVK-ICAR, NFSM
24. Mizoram	ER (ATMA), HMNEH, Seeds, ISOPOM, ICAR-KVK	ER (ATMA), HMNEH, Seeds, ISOPOM, ICAR-KVK	ER (ATMA), HMNEH, Seeds, ISOPOM, ICAR-KVK	SVP, Ext Reforms., TMOP, KVK-ICAR, NFSM, MKTNG(RGS)	ER (ATMA), TMOP, KVK-ICAR, NFSM,



1	2	3	4	5	6			
25.	Nagaland	ER (ATMA), HMNEH, ICAR-KVK	Seeds, ICAR-KVK	ER (ATMA), HMNEH, ICAR-KVK	Seeds, ICAR-KVK	ER (ATMA), M&T and PHTM,NIPHM, TMOP, KVK-ICAR, NFSM, MKTNG(RGS)	TMOP, NFSM	KVK-ICAR,
26.	Tripura	ER (ATMA), HMNEH, ICAR-KVK	Seeds, ICAR-KVK	ER (ATMA), HMNEH, ICAR-KVK	Seeds, ICAR-KVK	SVP, ER (ATMA), NIPHM, TMOP, KVK-ICAR, NFSM, NHM, MKTNG(RGS)	TMOP, NFSM	KVK-ICAR,
27.	Sikkim	ER (ATMA), HMNEH, ICAR-KVK	ICAR-KVK	ER (ATMA), HMNEH, ICAR-KVK	ICAR-KVK	SVP, ER (ATMA), KVK-ICAR, NFSM, NHM, MKTNG(RGS)		KVK-ICAR, NNFSM
28.	Puducherry	ER (ATMA), ICAR-KVK	Seeds, ICAR-KVK	ER (ATMA), ICAR-KVK	Seeds, ICAR-KVK	SVP, KVK-ICAR, NFSM, NHM, , MKTNG(RGS)		KVK-ICAR
29.	Uttarakhad	ER (ATMA), HMNEH, M&T/PHT KVK	Seeds, ICAR- KVK	ER (ATMA), HMNEH, M&T/PHT KVK	Seeds, ICAR- KVK	SVP, M&T and PHTM,NIPHM.), KVK-ICAR, NFSM, NHM, MKTNG(RGS)		KVK-ICAR
30.	Delhi	ICAR-KVK		ICAR-KVK		KVK-ICAR,		KVK-ICAR
31.	Andaman and Nicobar	ICAR-KVK		ICAR-KVK		KVK-ICAR, NFSM,NHM(MIDH) NHB, MKTNG(RGS)		KVK-ICAR, NFSM
32.	Telangana					TMOP, NFSM		TMOP, NFSM

## ABBREVIATIONS

ATMA - AGRICULTURE TECHNOLOGY MANAGEMENT AGENCY

ER - EXTENSION REFORMS

HMNEH - HORTICULTURE MISSION FOR NORTH EASTERN STATES and HIMALAYAN STATES

INM - INTEGRATED NUTRIENT MANAGEMENT

ISOPOM - INTEGRATED SCHEME OF OILSEEDS, PULSES, OILPALM AND MAIZE

INSIMP - Scheme on Initiative for Nutritional Security through Intensive Millets Promotion

ICAR - INDIAN COUNCIL OF AGRICULTURAL RESEARCH

KVK - KRISHI VIGYAN KENDRA

M&amp;T - MECHANIZATION AND TECHNOLOGY

MKTG - MARKETING

NMAET - NATIONAL MISSION ON AGRICULTURAL EXTENSION AND TECHNOLOGY

NHB-NATIONAL HORTICULTURE BOARD NFSM - NATIONAL FOOD SECURITY MISSION

NHM - National Horticulture Mission

NIPHM - National Institute of Plant Health Management

PHT - Post Harvest Technology

RGS- Rural Godown Scheme

SMAE - Sub-Mission on Agricultural Extension

SMSP - Sub -Mission on Seed and Planting Material

SMAM - Sub-Mission on Agricultural Mechanization

SMPP - Sub-Mission on Plant Protection and Plant Quarantine

SVP- Seed Village Programme

TMOP- Technology Mission on Oilseeds and Pulses

#### **Export of Boiled Rice**

602. SHRI PRATAP SIMHA: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government proposes to allow rice millers of Karnataka and Kerala to export boiled rice to other countries under the normal trade channel agreement;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) to (c) Export of all varieties of non-basmati rice including parboiled rice is permitted under Free Category and any exporter including the millers of Karnataka and Kerala can export parboiled rice to other countries from their private stocks.

#### **Rebate on HSD Oil to Fishermen**

603. SHRIMATI DARSHANA VIKRAM JARDOSH: Will the Minister of AGRICULTURE be pleased to state:

(a) whether it is a fact that fishermen are not getting the benefits of the rebate on High Speed Diesel (HSD) oil;

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

(c) whether the Government has decided to remove the BPL condition for fishermen; and

(d) if so, the time by which the said decision is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR SANJEEV BALYAN): (a) and (b) During the 10th Five Year Plan, a rebate on High Speed Diesel (HSD) oil at the rate of \$\$\$1.50 per litre was provided to the mechanized fishing vessels under the Centrally Sponsored Scheme Development of Marine Fisheries, Infrastructure and Post Harvest Operations. The Ministry of Agriculture, Department of Animal Husbandry, Dairying & Fisheries intended to continue the scheme during the 11th Plan with enhanced subsidy from \$\$\$1.50 per litre to \$\$\$3 per litre. While approving the revised scheme in February, 2009, it was directed that such subsidy should be provided only to fishers of Below Poverty Line (BPL).

(c) and (d) : The Department of Animal Husbandry, Dairying & Fisheries has proposed removal of the BPL condition during the 12th Plan, which is subject to necessary approvals.

[Translation]

**Shortage of Staff in NYKS**

604 : SHRI DILIPKUMAR MANSUKHLAL GANDHI:

Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the functioning of Nehru Yuva Kendra Sangathan (NYKS) is hampered due to shortage of employees especially District Youth Coordinators;

(b) if so, the details of posts lying vacant in NYKS during each of the last three years and the current year;

(c) whether the Government proposes to fill up the said vacant posts;

(d) if so, the details thereof along with the corrective steps taken by the Government so far;

(e) whether the Government has constituted any State level Consultative Committee to monitor NYKS; and

(f) if so, the details and outcome thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) and (b) No, Madam. Details of the posts lying vacant in Nehru Yuva Kendra Sangathan (NYKS)

during the last three years and in the current year is attached as Statement-I. The official work was performed by making alternative arrangements.

(c) and (d) The Ministry and NYKS have explored all possibilities for making the recruitment through the agencies such as UPSC and SSC. Further, a vacancy circular has been issued for filling up the 45 posts of District Youth Coordinators (DYCs) by the mode of direct recruitment. Against vacant posts, 21 eligible persons have been appointed on deputation basis. Further, the District Youth Coordinators (DYCs) and Accounts Clerk Typists (ACTs) who have retired during the last three years are being considered for appointment as consultants against the vacant posts. Action has also been initiated for the promotion of eligible officers against the vacant posts.

(e) and (f) State Advisory Committees on Youth Programmes (SACYP) have been constituted in all the States. The details regarding prescribed composition of SACYP is attached as Statement-II. The objective of the Committee is to provide a link between the district and national level of NYKS and to facilitate better linkages with various State Govt. Departments and agencies, in a more coordinated and effective manner. The committee meets twice in a year.

**Statement – I**

*Staff Position in NYKS-Sanctioned Strength, Staff in Position and Vacancies*

S. No.	Designation of Posts	Sanctioned Strength	as on 01.01.2011		as on 01.01.2012		as on 01.01.2013		as on 01.01.2014	
			Persons in position	Vacancies	Persons in position	Vacancies	Persons in position	Vacancies	Persons in position	Vacancies
Group A										
1.	Director General	1	1	0	1	0	1	0	1	0
2.	* Director	4	3	1	3	1	3	1	2	2
3.	Joint Director	1	5	-4	4	-3	4	-3	3	-2
4.	** Zonal Director	18	14	4	11	7	10	8	11	7
5.	* ** Dy Director	56	56	0	54	2	52	4	49	7
6.	Asstt Director	9	10	-1	10	-1	10	-1	9	0
7.	Dt Youth Coordinator	623	320	303	312	311	298	325	291	332
Total		712	409	303	395	317	378	334	366	346
Group B										
8.	Accounts Officer	4	0	4	0	4	0	4	0	4
9.	Asstt Director (OL)	1	1	0	1	0	1	0	1	0
10.	Admn Officer	18	11	7	10	8	5	13	3	15
11.	Section Officer	5	5	0	5	0	5	0	5	0
12.	Legal Officer	1	1	0	1	0	1	0	1	0
13.	PS TO DG	1	0	1	0	1	0	1	0	1
14.	Asst Account Officer	19	5	14	5	14	5	14	5	14
15.	Computer Programmer	1	0	1	0	1	0	1	0	1
16.	Jr Computer Programmer	18	0	18	0	18	0	18	0	18
17.	PS To Chairman	1	0	1	0	1	0	1	0	1

18. Sr Hindi Translator	1	0	1	0	1	0	1	0	1
Total	70	23	47	22	48	17	53	15	55
Group C									
19. Jr Accounts Officer	19	5	14	4	15	4	15	3	16
20. Accountant	4	0	4	0	4	0	4	0	4
21. Stenographer -I	12	10	2	10	2	10	2	10	2
22. Stenographer -II	27	5	22	5	22	5	22	5	22
23. Assistant	43	5	38	5	38	5	38	5	38
24. Training & Research Assistant	2	0	2	0	2	0	2	0	2
25. EDP Assistant	1	1	0	1	0	1	0	1	0
26. Librarian	1	0	1	0	1	0	1	0	1
27. Auditor	2	0	2	0	2	0	2	0	2
28. Jr Accountant	4	1	3	1	3	1	3	1	3
29. Computer Operator	4	0	4	0	4	0	4	0	4
30. Account Clerk Typist	688	505	183	500	188	494	194	484	204
31. UDC	6	6	0	6	0	6	0	6	0
32. LDC	30	14	16	14	16	14	16	13	17
33. Driver	70	44	26	44	26	43	27	43	27
Total	913	596	317	590	323	583	330	571	342
Group D									
34. ****Peon/Chowkidar/Sweeper/Parash	578	643	-65	627	-49	611	-33	595	-17
Grand Total (A+B+C+D)	2273	1671	602	1634	639	1589	684	1547	726

**Statement – II***The Composition of State Advisory Committee on Youth Programmes (SACYP)*

S. No. Members	Designation
1. In-charge Minister of Youth Affairs & Sports of the State	Chairperson
2&3. Member of Parliament /MLA / MLCs (To be nominated by Hon'ble Minister cum - Chairperson, NYKS)	Hon'ble Members
4&5. Renowned Social Worker, Women Activist, Sports Persons. (To be nominated by DG, NYKS)	Hon'ble Members
6. Zonal Director/Regional Coordinator	Member Secretary
7. Director, Youth Services & Sports	Member
8. Director, Rural Development	Member
9. Director, Health & Family Welfare	Member
10. Director, Social Welfare	Member
11. Director, Culture	Member
12. Director, Agriculture	Member
13. Director, Small Scale Industries	Member
14. Director, Environment & Forest	Member
15. Director, SC, ST & Backward Classes	Member
16. Director, Information & Public Relations	Member
17. Chief of Lead Bank in the State	Member
18. Deputy Programme Advisor, NSS	Member
19. Representative of DG, NYKS	Member
20. Regional Coordinator(s) of the State	Special Invitee

*[English]***Strength of Women in Police Force**

605. SHRI SHRI RANG APPA BARNE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal to increase women representation in police force to 10% by the end of this year in the NCT of Delhi;

(b) if so, the details thereof;

(c) whether the Government also proposes to increase the strength of women personnel in the State police force upto the level of 33%;

(d) if so, the details thereof;

(e) whether the Government has issued directive to all the States to increase women representation in police force upto the level of 33%; and

(f) the response of the State Governments in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) Government has converted 522 posts of male constables to females constables and sanctioned 1084 additional posts of women police during the year 2013 which led to an increase of 1606 women police in the strength of Delhi

Police. At present the sanctioned strength of executive cadre in Delhi Police is 64645 out of which the sanctioned strength of women police is 6429 which stands at 9.94%.

(c) to (f) As per Seventh Schedule of the constitution of India, Police is a State Subject, hence any decision in this regard is within the purview of respective State Governments. However, the Government has issued an advisory on 22nd April 2013 whereby the States / UTs were requested to raise the women representation in Police to 33%. Government has also initiated a proposal to increase the women representation in police force in UTs (including Delhi Police) upto 33%.

#### **Loans to Farmers**

606. SHRI ANTO ANTONY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has taken note that the interest rates for bank loan being granted to meet requirements in animal husbandry are higher than other loans;

(b) if so, the details thereof;

(c) whether the Government is considering to standardize the interest for granting loans to animal husbandry at a reasonable rate; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) Yes, Madam,

(b) Government of India provides interest subvention at 2% per annum to Public Sector Banks (PSBs), Co-operative Banks and Regional Rural Banks (RRBs) on their own funds used for short term crop loan upto Rs. 3.00 lakh per farmer provided the lending Institutions make available short term credit at the ground level at 7% per annum to farmers. An additional interest subvention at 3% is available to the "prompt paying farmers" by National Bank for Agriculture and Rural Development (NABARD). Thus, the prompt paying borrower/farmer get short term crop loans at 4% per annum. However, the interest rates charged for investment activities for Animal Husbandry Sector are at

the market rate based on the RBI guidelines and the declared policy of the concerned bank. The benefit of interest subvention available to crop husbandry, is not available for investment activities for the Animal Husbandry Sector.

(c) No Madam,

(d) Does not arise in view of (c) above.

#### **Engagement of Foreign Coaches**

607. SHRI P.K. BIJU.: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has appointed foreign coaches to impart training to athletes and sportspersons during the last three years;

(b) if so, the details thereof and the expenditure incurred for engaging foreign coaches during the said period; and

(c) the details of new institutions proposed to be established to promote sports in the near future?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) Yes, Madam.

(b) During the last three years *i.e.*, 2011-2012, 2012-2013 and 2013-2014, foreign coaches were engaged in the disciplines of archery, boxing, athletics, basketball, badminton, hockey, shooting, squash, table tennis, wrestling, yachting, gymnastic, judo, taekwondo and tennis as per details given below:-

S. No.	Year	No. of foreign coaches engaged	Expenditure incurred (Rs. In lakh)
1.	2011-12	31	790.02
2.	2012-13	34	717.73
3.	2013-14	23	1061.88

(c) Government of India had engaged National Skill Development Corporation (NSDC) to prepare a Detailed Feasibility Report (DFR) for setting up of a National Institute of Sports Sciences and Medicine (NISSM) and National Institute of Sports Coaching (NISC). NSDC has

submitted the DFRs to the Government. Further, Government has allocated Rs. 100 crores during the current financial year for setting up of a Sports University in the North East region.

[Translation]

#### **Development of National and Regional Culture**

608. SHRIMATI KAMLA PAATLE: Will the Minister of CULTURE be pleased to state:

(a) the details of the schemes implemented by the Government for promotion and development of national and regional culture in the country including Chattisgarh, State/UT and scheme-wise;

(b) the details of assistance provided under these schemes to various States including Chhattisgarh during each of the last three years and the current year, State/UT-wise;

(c) the details of facilities being provided to the cultural artists so far, State/UT-wise;

(d) whether the Government has started pension scheme for the benefit of cultural artists and if so, the details thereof; and

(e) whether the cultural artists are gradually abandoning their art and if so, the details thereof and the reasons therefor and the steps being taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) to (c) : Ministry of Culture implements a number of Schemes for promotion and development of the national and regional culture in the country. The details of Schemes have been given in the the enclosed Statement The Schemes are, however, not implemented on State-wise basis and/ hence no State-wise budgetary allocations are made in these schemes.

(d) Ministry of Culture administers a scheme known as 'Artists Pension Scheme and Welfare Fund' for providing Financial Assistance to artists who have fallen in indigent circumstances including traditional scholars aged 58 years and above who have contributed to art and letters. Under this scheme financial assistance of Rs. 4,000/- per month under central quota and Rs. 3500/- per

month under center state quota is granted throughout their lives to such artists and in case of death of the beneficiary artist, the financial assistance is transferred to the spouse/family members as per the provisions of the scheme.

(e) No such instances have come to our notice.

#### **Statement**

##### *Details of Schemes Under the Ministry of Culture*

##### A. Ongoing Schemes

1. Financial Assistance for Promotion of Art & Culture
  - a. Financial Assistance for Professional Group & Individuals for Specified Performing Art Projects
  - b. Financial Assistance to Cultural Organizations with National Presence
  - c. Financial Assistance for Promotion & Dissemination of Tribal/Folk Art
  - d. Financial Assistance for Research Support to Voluntary Organizations engaged in Cultural Activities
  - e. Financial Assistance for Preservation & Development of Cultural Heritage of Himalayas
  - f. Scheme of MIS and automation of Grants-in-aid schemes
2. Building Grant to Voluntary Cultural Organizations
3. Tagore Cultural Complexes (Setting up of Multi-Purpose Cultural Complexes including those for the Children)
4. Scheme on Intangible Cultural Heritage
  - a. Scheme for the Safeguarding and Other Protective Measures in the area of Intangible Heritage and Cultural Diversity (arising out of UNESCO Convention)
  - b. Pilot Scheme for Cultural industries
  - c. Scheme of Sustaininig the Living and Diverse Cultural Traditions of India
5. Setting up of Performing Arts Centre and International Cultural Centres



- 
- a. Setting up of National Centre for Performing Art
  - b. Setting up of International Cultural Centres at Kolkata & Chennai
6. Artists' Pension Scheme
- a. Fin. Asstt. To Persons Distinguished in letters, Arts and such other walks of life may be in indigent circumstances.
  - b. Creating National Artists Welfare Fund
7. Fellowship Scheme
- a. Award of Scholarships to Artists in the Field of Performing, Literary and Visual Arts
  - b. Flexible Engagements of Scholars in Knowledge Institutions of the Ministry of Culture
- 

#### B. New Schemes

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1. Scheme for Support to State Akedemies
  2. Scheme for TV Programming on Art & Culture
  3. Scheme for setting up of Centres of Excellence
  4. Scheme of Financial Assistance for Publication of Magazines and Journals dedicated to Indian Culture and Heritage
  5. Setting up of National / Regional School of Drama
- 

[English]

#### Impact of GM Vegetables

609. SHRIMATI K. MARAGATHAM: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any expert group has been constituted to study the adverse impacts on human health of Genetically Modified (GM) vegetables; and

(b) if so, the details thereof and the outcome of the study?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) No, Madam.

(b) Question does not arise.

#### Promotion of Football

610. SHRI D.K. SURESH: Will the Minister off SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the game of football is popular in the country; (b) if so, the details thereof;

(c) whether the Government has taken any steps to encourage and promote football among the children in the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP YOUTH AFFAIRS AND SPORTS (SHIR SARBANANDA SONOWAIL): (a) Yes, Madam.

(b) Football has been included as an important event in the school games and played in the categories of under-14, under-17 & under-19 for boys and girls. Also, football is included in the University games, conducted by the Association of Indian Universities. Subroto Mukherjee Sports Education Society (SMSES) holds separate national & international football tournaments at the school level. All India Football Federation organises a number of tournaments for senior and junior players across the country.

(c) and (d) The primary responsibility for the development and promotion of a sports discipline rests with the concerned recognized National Sports Federation (NSF), which in the case of football is the All India Football Federation (AIFF). The Government supplements the efforts of the NSF by providing financial assistance for holding national/international sports events in India, participation of sportspersons/teams in international sports events abroad, training/coaching off national level sportspersons/teams through Indian and foreign coaches, procurement of equipment and consumables etc. as per agreed Long Term Development Plans. Financial assistance, at par with the NSFs, is given to SMSES for organizing National Championships at the School level.

The Ministry of Youth Affairs and Sports has been extending support for improving the level of sports including Football through its various other Schemes like Rajiv Gandhi Khel Abhiyan (RGKA) and Urban Sports

Infrastructure Scheme (USIS). Under RGKA, financial assistance of Rs. 1.75 crore will be provided for construction of a sports complex in each rural block of the country to cater to various sports disciplines including Football.

The Scheme of USIS provides for giving grants, inter-alia, for creation of sports infrastructure projects such as football/hockey turf/multi-purpose halls/ athletic tracks, etc. Under the scheme, State Governments, local civic bodies, Schools, Colleges, Universities and Sports Control Boards are eligible for assistance.

To generate interest among the children to play football, Government of India considered the proposal of AIFF and furnished the Declaration and Guarantees of the Government, sought by AIFF for their bid to host Under-17 FIFA World Cup in India in 2017.

At State level, it is the responsibility of state level federations and the concerned state governments to develop various sports disciplines. Apart from this, the Sports Authority of India is running the following promotional schemes in which football is one of the disciplines and training by experienced coaches with scientific back up is provided to the players to achieve excellence at national/international level:

- (a) National Sports Talent Scheme (NSTC)
- (b) Army Boys Sports Company (ABSC)
- (c) SAI Training Centre (STC)
- (d) Special Area Games (SAG)
- (e) Centre of Excellence (COE)

*[Translation]*

#### **Relocation of Submerged Temples**

611. SHRI ANURAG SINGH THAKUR: Will the Minister of CULTURE be pleased to state:

(a) whether the work relating to preparation of a Detailed Project Report (DPR) by the Archaeological Survey of India (ASI) in cooperation with the Ministry on the basis of the Geo Technical Report sent by the Government of Himachal Pradesh for relocation of the ancient temples submerged in the Gobind Sagar Lake of Bilaspur district, Himachal Pradesh and the subsequent release of funds is pending;

(b) if so, the details thereof and the reasons for delay in preparation of DPR by the ASI; and

(c) the time by which DPR is likely to be ready and the funds are likely to be released?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) and (b) The ancient temples submerged in Gobind Sagar Lake of Bilaspur district, Himachal Pradesh are not centrally protected monuments. The Geo Technical Report was prepared by Geological Wing of the Department of Industry, Government of Himachal Pradesh. The relocation work requires adequate land and funds, which have to be arranged by the State Government. Thereafter necessary technical advice can be rendered by the ASI. No work relating to Detailed Project Report is pending with the Archaeological Survey of India.

(c) Question does not arise.

*[English]*

#### **Impact of Naxalism on Tourism**

612. SHRI OM PRAKASH YADAV: Will the Minister of TOURISM be pleased to state:

(a) the impact of naxalism on tourist visits/arrivals in the naxalism affected States, including Jharkhand during each of the last three years, State/UT-wise;

(b) the steps taken by the Government to combat and counter the downward trend, if any and boost tourism in these States;

(c) whether the Government has launched any international media/publicity campaign to market the affected States including Jharkhand as safe tourist destination; and

(d) if so, the funds utilised in this regard till July, 2011?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) and (b) The number of Domestic Tourist Visits (DTV) and Foreign Tourist Visits (FTV) to the Left Wing Extremism (LWE) affected States during 2011, 2012 and 2013 are given in the enclosed statement.

The extent of impact of naxalism on DTVs/FTVs in the State of Jharkhand is, however, not prominent. Development and promotion of tourism, including new tourism spots, is primarily the responsibility of the State Governments/UTs.

(c) and (d) The Ministry of Tourism promotes India, including Jharkhand, as a holistic destination in the domestic and international markets, including the various tourism destinations and products in the different States/Union Territories of the country through media campaigns, tourist literature and publicity material.

The Ministry of Tourism as part of its promotional activities releases campaigns in the international and domestic markets under the Incredible India brand-line, to promote various tourism destinations and products of India.

An expenditure of Rs. 249.02 Crore was made by Ministry of Tourism during 2011-12 under the plan scheme of "Overseas Promotion and Publicity including Market Development Assistance".

### Statement

*The Number of Domestic Tourist Visits (DTV) and Foreign Tourist Visits (FTV) to the Left Wing Extremism (LWE) Affected States During 2011, 2012 and 2013*

Sl. No.	LWE affected State	2011		2012		2013		Growth Rate 13/12 (%)	
		DTVs	FTVs	DTVs	FTVs	DTVs	FTVs	DTVs	FTVs
1.	Andhra Pradesh	153119816	264563	207217952	292822	152102150	223518	-26.6	-23.7
2.	Bihar	18397490	972487	21447099	1096933	21588306	765835	0.7	-30.2
3.	Chhattisgarh	14320503	3973	15036530	4172	22801031	3886	51.6	-6.9
4.	Jharkhand	10796286	72467	20421016	31909	20511160	45995	0.4	44.1
5.	Madhya Pradesh	44119820	269559	53197209	275930	63110709	280333	18.6	1.6
6.	Maharashtra	55333467	4815421	74816051	2651889	82700556	4156343	10.5	56.7
7.	Odisha	8271257	60722	9052871	64719	9800135	66675	8.3	3.0
8.	Uttar Pradesh	155430364	1887095	168381276	1994495	226531091	2054420	34.5	3.0
9.	West Bengal	22256968	1213270	22730205	1219610	25547300	1245230	12.4	2.1

### Construction of Jetties

613. SHRI NARANBHAI BHIKHABHAI KACHHADIA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the State Government of Gujarat has been granted approval for construction of five jetties and a lumpsum amount of Rs. 50 lakh has been sanctioned for each jetty;

(b) if so, whether the amount of Rs. 50 lakh per jetty is insufficient and needs to be revised suitably;

(c) if so, whether the Government is likely to raise the cost per jetty to Rs. 5 crore as well as to increase the number of jetties sanctioned so far; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) Yes, Madam. The Central Government has sanctioned five Jetties for Gujarat under the Phase-II of the Coastal Security Scheme with financial assistance of Rs. 50 lakh per jetty.

(b) to (d) The construction of jetties is one of the components being implemented under the Phase-II of the Coastal Security Scheme which has been finalized subsequent to the vulnerability gap analysis and in consultation with all the coastal States/Union Territories. Each component, including number of jetties and their construction cost, is fixed and frozen at the beginning of the Scheme itself.

#### **Cultivation of Sugarcane**

614. DR. M. THAMBIDURAI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether sugarcane growers are shifting from cultivation of sugarcane to other cash crops;

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

(c) whether the Government has any plan to encourage the farmers for cultivation of sugarcane and check their shifting towards cultivation of other cash crops;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) and (b) Total area under cultivation of sugarcane in the country has been fluctuating and there is no evidence to suggest shift in the area from cultivation of sugarcane to other cash crops.

(c) to (e) To encourage farmers to cultivate sugarcane and ensure sustainable growth of agriculture sector, Government of India has approved implementation of crop development programme under the National Food Security Mission (Commercial Crops) by following cropping systems approach for sugarcane crop. Under the programme farmers would be encouraged to improve productivity of sugarcane through use of proper crop rotation, multiple cropping systems, inter-cropping etc. The NFSM-Commercial Crops (Sugarcane) is being implemented in 12 States viz. Andhra Pradesh, Bihar, Gujarat, Haryana, Karnataka, Madhya Pradesh, Maharashtra, Odisha, Punjab, Tamil Nadu, Uttar Pradesh and Uttarakhand and Central

agencies like Indian Council of Agricultural Research (ICAR) etc.

For sugarcane development including better irrigation facilities, improved seed variety, ratoon management etc., the Government of India also provides loans from Sugar Development Fund (SDF) to the sugar factories at concessional rate of interest.

Further, to promote sugarcane cultivation and ensure remunerative price to sugarcane growers in the country, the Government of India has fixed the Fair and Remunerative Price (FRP) of sugarcane at higher rate of Rs. 220/- per quintal for sugar season 2014-15 as compared to FRP of Rs. 2107/- per quintal fixed for sugar season 2013-14.

*[Translation]*

#### **Basic Infrastructure for Sports in Urban Areas**

615. SHRI DEVJI M. PATEL:

Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of projects/works being undertaken by the Government under the Urban Sports Infrastructure Scheme for developing basic infrastructure for sports in urban areas of the country including Rajasthan;

(b) whether any time limit has been fixed for linking all the blocks of Jalore and Sirohi districts under this scheme and if so, the details thereof;

(c) whether there is any proposal to construct a multi-purpose hall in Shivganj under the said scheme; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) The details of projects/works sanctioned by the Government under the Urban Sports Infrastructure Scheme for developing of basic infrastructure for sports in urban areas of the country are contained in the enclosed Statement.

(b) Under USIS Scheme, project is sanctioned for a particular venue based on proposals received from

eligible entities. Therefore, the question of linking of Blocks/Districts does not arise.

(c) No, Madam.

(d) Does not arise.

### Statement

#### *Urban Sports Infrastructure Scheme (USIS)*

*Statement Showing the Details of Grant Approved and Released to the States/Union Territory Under the Urban Sports Infrastructure Scheme (USIS) for Creation/up-gradation of Sports Infrastructure Projects in 2010-11, 2011-12 and 2012-13 and 2013-14 (The Scheme was Launched in the Year 2010-11).*

(Rs. in crore)

2010-11

S. No.	State	Project	Grant Approved (Date)	Grant released
1	2	3	4	5
1.	Himachal Pradesh	Laying of Synthetic Hockey Field at Indira Stadium, Una	5.00% (17.03.2011)	3.50
2.	Mizoram	Laying of Synthetic Hockey Field at Boys' Hockey Academy, Kawnpuri	5.00* (24.03.2011)	4.00
3.	Punjab	Construction of Multi-purpose Indoor Hall at Tarn Taran	3.98 (17.03.2011)	2.00
4.	West Bengal	Renovations/ modification and modernization of Indoor Sports Complex at Khudiram Anushilan, Eden Garden, Kolkata	6.00 (17.03.2011)	3.00
Total			19.98	12.50

% Balance amount of Rs. 1.50 crore released on 29.04.2014.

\* Balance amount of Rs. 1 crore released on 25.07.2012

2011-12

1.	Odisha	Laying of synthetic Hockey Surface at Kalinga Stadium, Sports Complex, Bhubaneswar	5.00 (24.08.2011)	5.000
2.	Madhya Pradesh	Laying of Synthetic Hockey Surface at Ranital Sports Complex, Jabalpur	4.81 (18.10.2011)	3.620
3.	Rajasthan	Construction of Multi-purpose Indoor Hall at Ummed Stadium, Jodhpur	6.00 (20.10.2011)	4.500
4.	Nagaland	Laying of Synthetic Athletic Track at Indira Gandhi Stadium, Kohima	5.00# (29.08.2011)	3.000
5.	Mizoram	Construction of Multi-purpose Indoor Hall at at Mualpui, Aizawl	6.00@ (19.10.2011)	4.500
6.	Meghalaya	Laying of Synthetic Athletic Track at JN Sports Complex, Shillong	5.50 (01.03.2012)	4.300

1	2	3	4	5
7.	Assam	Construction of Multi-purpose Indoor Hall SAI-SAG centre Tinsukia	6.00 (27.03.2012)	3.200
8.	Jammu and Kashmir	Construction of Football Turf Ground at TRC Ground, Srinagar	4.50 (28.03.2012)	4.465
9.	Puducherry	Construction of a Multi-purpose Indoor Hall at Tagore Arts College Ground, Lawspet	6.00 (23.03.2012)	3.540
10.	Kerala	Construction of a Multi-purpose Indoor Hall at Nehru Stadium at Kottayam	6.00 (27.03.2012)	3.875
Total			54.81	40.00

# Balance amount of Rs. 2 crore released on 20.01.2014.

@ Balance amount of Rs. 1.50 crore released on 16.01.2014.

2012-13

1.	Haryana	Laying a synthetic Hockey playfield (with normal lighting) at Sports Complex, Hisar.	5.00 (22.06.2012)	3.75
2.	Manipur	Construction of Multi-purpose Indoor Hall at Senapati Dist. HQs.	5.9999 (22.06.2012)	1.80
3.	Haryana	Laying of Artificial Turf for Football at Dariyapur, Fatehabad District	4.50 (03.10.2012)	3.50
4.	Chhattisgarh	Construction of Multi-purpose Indoor Hall at Kondagaon, Dist. Kondagaon.	5.9779 (16.10.2012)	1.79
5.	Rajasthan	Construction of Multi-purpose Indoor Hall at Karauli, Dist. Karauli	6.00 (16.10.2012)	1.80
6.	Odisha	Construction of Multi-purpose Indoor Hall at Kalinga State Sports Complex, Bhubaneswar	6.00 (19.11.2012)	1.80
7.	Tamil Nadu	Construction of Multi-purpose Indoor Hall at Vaduvur Higher Secondary School, Thiruvarur District.	6.00 (03.01.2013)	1.80
8.	Odisha	Laying of football turf at Kalinga State Sports Complex, Bhubaneswar.	4.50 (07.01.2013)	3.50
9.	Arunachal Pradesh	Laying of Astro-turf Hockey field at Sports Complex, Chimpu, Itanagar.	5.00 (14.02.2013)	1.26
10.	Rajasthan	Construction of multi-purpose indoor hall at Alwar, Rajasthan	6.00 (22.03.2013)	1.00
Total			54.9778	22.00

1	2	3	4	5
2013-14				
1.	Kerala	Laying of synthetic athletic track in University of Calicut, Kerala	5.50 (27.06.2013)	3.00
2.	Uttarakhand	Construction of Multipurpose indoor hall at Kashipur. District Udham Singh Nagar, Uttarakhand	6.00 (04.07.2013)	1.80
3.	Mizoram	Laying of synthetic football turf at Chhangphut playground, Champhai, Mizoram.	4.50 (16.07.2013)	3.00
4.	Mizoram	Construction of Multipurpose indoor hall at Sazaikawn, Lunglei Town, Mizoram	6.00 (16.07.2013)	1.80
5.	Punjab	Laying of synthetic athletic track at War Heroes Stadium, Sangrur, Punjab	5.50 (27.09.2013)	3.00
6.	Uttar Pradesh	Laying of synthetic hockey turf at Sri Meghbaran Singh Stadium, Karampur, Saidpur, Gazipur, Uttar Pradesh	5.00 (04.10.2013)	3.00
7.	Jammu and Kashmir	Construction of a Multi-purpose Indoor Hall at Leh, Ladakh, Jammu and Kashmir	6.00 (05.11.2013)	1.80
8.	Andhra Pradesh	Construction of multi-purpose indoor hall at Agricultural College, Bapatla, Guntur District, Andhra Pradesh	6.00 (05.11.2013)	1.80
9.	Uttarakhand	Laying of synthetic turf hockey field at Maharana Pratap Sports College, Raipur, Dehradun, Uttarakhand	5.00 (07.11.2013)	1.80
10.	Rajasthan	Construction of a Multi-purpose Indoor Hall at Mohan Lai Sukhadia (MLS) University, Udaipur, Rajasthan	6.00 (13.12.2013)	1.80
11.	Nagaland	Construction of multi-purpose indoor hall at Dimapur, Nagaland	6.00 (16.12.2013)	1.80
12.	Arunachal Pradesh	Laying of football turf at SLSA Complex, Chimpu, Itanagar, Arunachal Pradesh	4.50 (27.12.2013)	2.25
13.	Nagaland	Laying of synthetic football turf at Jalukie, Peren District, Nagaland	4.50 (31.12.2013)	3.00
14.	Haryana	Laying of synthetic athletic track at Bhim Stadium, Bhiwani.	5.50 (20.01.2014)	3.00
Total			76.00	32.85

[English]

**Housing for Scheduled Caste Community**

616. SHRI KODIKUNNIL SURESH: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether it is a fact that a large number of persons belonging to the Scheduled Castes (SCs) are homeless and living in destitution in the country;

(b) if so, the details thereof indicating the number of homeless Scheduled Castes persons in the country, particularly in Kerala;

(c) whether the Government has any scheme for constructing houses for the Scheduled Caste community; and

(d) if so, the details thereof and the funds released and utilized in this regard along with the number of houses constructed during the last three years and the current year, State-wise including Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) and (b) As informed by the Registrar General of India, the State/UT wise details of the number of houseless Scheduled Caste persons living in the country, including Kerala, is given in the enclosed Statement - I.

(c) and (d) As informed by the Ministry of Rural Development, a Centrally Sponsored Scheme Indira Awaas Yojna (IAY) is being implemented in rural areas of the country except Delhi & Chandigarh. Under IAY, 35.3 % targets are earmarked for SCs.

The State/UT-wise (including Kerala), details of the funds utilized alongwith the number of houses constructed for SCs, during the last three years and the current year, is given in the enclosed Statement - II.

**Statement - I**

S. No.	Name of State	No. of Houseless SCs
1	2	3
1.	Jammu and Kashmir	273
2.	Himachal Pradesh	887

1	2	3
3.	Punjab	11338
4.	Chandigarh	324
5.	Uttarakhand	1339
6.	Haryana	10810
7.	NCT of Delhi	6346
8.	Rajasthan	55562
9.	Uttar Pradesh	79177
10.	Bihar	8930
11.	Sikkim	11
12.	Manipur	77
13.	Tripura	514
14.	Meghalaya	1
15.	Assam	785
16.	West Bengal	13077
17.	Jharkhand	5347
18.	Odisha	6668
19.	Chattisgarh	4168
20.	Madhya Pradesh	19703
21.	Gujrat	4524
22.	Daman and Diu	7
23.	Dadra and Nagar Haveli	7
24.	Maharashtra	16996
25.	Andhra Pradesh	19330
26.	Karnataka	24105
27.	Goa	20
28.	Kerala	802
29.	Tamil Nadu	14270
30.	Puducherry	855
Total		306253



**Statement – II**

*Funds Utilised and Number of Houses Constructed for SCs Under IAY During the Last Three Years and Current Year*

Rs. In lakh

Units in Nos.

S. No.	State name	2014-15		2013-14		2012-13		2011-12	
		Funds Utilised	Houses Constructed	Funds Utilised	Houses Constructed	Funds Utilised	Houses Constructed	Funds Utilised	Houses Constructed
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	0.000	0	62027.970	74153	45212.760	97532	42248.780	93394
2.	Assam	83.652	13	8884.581	12365	15855.756	24341	20446.610	32901
3.	Bihar	749.215	762	74037.039	112102	124485.920	254632	96640.940	200319
4.	Chattisgarh	140.827	37	3509.238	5223	2863.277	4142	3862.360	8772
5.	Goa	0.000	0	10.100	13	12.100	3	19.400	28
6.	Gujarat	127.405	33	2292.528	2395	1720.870	2650	2249.770	4208
7.	Haryana	426.070	331	6389.050	3311	3751.958	7023	4754.430	9821
8.	Himachal Pradesh	54.000	78	3856.941	5459	1571.678	3254	1335.800	2864
9.	Jammu and Kashmir	0.000	0	0.630	0	479.760	1042	201.120	362
10.	Jharkhand	196.282	32	6082.938	10436	9840.978	15779	12174.610	22421
11.	Karnataka	0.000	0	16719.450	33639	27588.660	40011	12085.640	8556
12.	Kerala	132.855	62	11008.000	23736	9231.505	15904	9891.040	22023
13.	Madhya Pradesh	19.325	4	10612.482	12936	10711.236	28609	18766.000	28957
14.	Maharashtra	32.440	13	5397.610	4688	12327.046	15322	20909.810	30980
15.	Manipur	0.000	0	2.990	4	72.609	136	33.530	3
16.	Meghalaya	0.000	0	34.275	0	30.555	63	332.230	685

1	2	3	4	5	6	7	8	9	10
17.	Orissa	633.875	72	19525.740	34462	24855.635	43384	22374.030	48314
18.	Punjab	0.000	0	315.045	976	1621.545	4827	4851.950	12831
19.	Rajasthan	1148.350	281	13455.166	19847	15806.394	27939	22650.660	47033
20.	Sikkim	0.000	0	2.000	160	136.770	282	204.820	283
21.	Tamil nadu	0.000	19	26068.812	13737	21207.534	23349	25445.870	49613
22.	Tripura	0.000	0	237.563	0	0.000	0	1670.020	2936
23.	Uttar Pradesh	5437.075	188	75667.510	92242	51558.361	84359	69644.490	152903
24.	Uttarakhand	47.957	3	1814.769	881	1657.955	3353	1868.560	4360
25.	West bengal	2024.735	274	19349.710	31385	28593.932	59627	35967.120	75760
26.	Andaman and nicobar	0.000	0	0.000	0	4259.270	0	0.000	0
Total		11254.063	2202	367302.137	494150	415454.064	757563	430629.590	860327

**Vocational Training to Children with Disabilities**

617: SHRI BAIJAYANT JAY PANDA: will the minister of SOCIAL JUSTICE AND EMPOWERMENT be please to state

(a) whether the Government provides grants to Non-Governmental Organisations (NGOs) for vocational training of children with disabilities; and

(b) if so, the details thereof along with the funds provided to various NGOs for the said purpose during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) and (b) Under Deendayal Disabled Rehabilitation Scheme (DDRS), grant-in-aid is released to Non-Governmental Organisations (NGOs) for running various projects including Vocational Training Centre (VTCs) for the welfare of Persons with Disabilities. A statement indicating State-wise details of amount released to the NGOs for running VTCs during the last three years is enclosed.

**Statement**

*List of Non-Governmental Organisations who have Received Assistance for Vocational Training Centre(VTC)  
Under the Scheme of Deendayal Disabled Rehabilitation Scheme*

(Rs. In crore)

S. No.	Name of the Orgn.	Address	Name of Project	2011-12	2012-13	2013-14
1	2	3	4	5	6	7
<b>ANDHRA PRADESH</b>						
1.	Aathmeeya Manasika Vikasa Kendram	12-13-830/15, Gokul Nagar Tamaka, Secunderabad-17, Andhra Pradesh	Special School & VTC for MR	0.17	0.10	0.11
2.	Arun Special Centre	8-15-5, Shastripuram, Near Mir Alam Filters R.R.Distt.Hyderabad-500077, Andhra Pradesh	Residential School & VTC for MR	0.08	0.14	0.08
3.	BRESH Bhadrachalam Agency For Rural Development Rehabilitation & Educational Society for Handicapped	Shanthinagar, Bhadrachalam-507111, Andhra Pradesh	Residential School for HI,MR & VTC	0.00	0.19	0.06
4.	Care Land	Opp Carbage factory N.H. 7 P.B. 24 Kurnool Andhara Pradesh	Swapna teaching and Training cetre for MR	0.31	0.00	0.00
5.	Child Guidance Centre	H.No.7-6/2,SantoshNagar Peerzadiguda Village & Panchayat Ghatkesar Mandal RR Distt Hyderabad-39	Special School cum VTC for MR	0.00	0.55	0.00

1	2	3	4	5	6	7
6.	Durgabai Deshmukh Vocational Training & Rehab. Centre (Andhra Manila Sabha). Hyderabad	Osmania University Road, Vidya Nagar, Hyderabad-500044, Andhra Pradesh	Voc.Training/Rehabilitation Centre for Handicapped	0.71	0.16	0.06
7.	Hellen Keller Memorial Association for the Blind	Near Appughar Park, M.V.P. Colony, Sector 9, Visakhapatna-530017	VTC for VH	0.32	0.00	0.00
8.	Human Resource Development Society	506, Sailja Premier Apartments, P&T Colony, Near Post Office, Dilsukhnagaqr, Hyderabad-500060, Andhra Pradesh	VTC & Rehabilitation Centre for PH	0.16	0.08	0.09
9.	Indian Red Cross Society (Nellore)	Red Cross Road, Nellore Andhra Pradesh-524003	School cum VTC for CP and MR Childre	0.10	0.00	0.00
10.	J & J Karunodaya Institute for MR	No.25-11-31, Indian Bank Street, Eluru-534006, Andhra Pradesh	Special School and VTC for MR	0.21	0.04	0.11
11.	Kalyani Rural Rehabilitation and Educational Society	H.NO.12-3-34, Thirumalavari Street, Narsapur-534275, West Godavari District, Andhra Pradesh	Special School & VTC for MR	0.16	0.05	0.00
12.	Lakshmi Mahila Mandali	Kothapet Perala-Chirala, Vatepalem, Prakasam Distt., Andhra Pradesh	VTC & Rehabilitation of PH	0.08	0.02	0.11
13.	Lakshya Sadhana Society for the Mentally Handicapped	H.No.23-78/25, Anandbagh, X Roads, R.KNagar, Malkajiri, RR Distt., Hyderabad-47, Andhra Pradesh	Special School (Day & Residential)VTC for MR	0.13	0.12	0.09
14.	Lebenshilfe	26, Lawsons Bay, Vishakhapatnam-17, Andhra Pradesh	Special School cum VTC for MR	0.68	0.00	0.56

1	2	3	4	5	6	7
15.	Manasika Vikas Kendram	59-14-9, Ring Road , Ramachandra Nagar, Vijayawada, Andhra Praesh	Vocational Training Centre	1.01	0.14	0.04
16.	Nirman Association for the Mentally Handicapped	W-127, HMT Colony, HMT Township P.O., Hyderabad-500854, Andhra Pradesh	Special Education and VTC for MH	0.02	0.02	0.00
17.	PAMENCAP(Godavarikh ani)	B-28, Near Sec-I, Community Hall, Godavarikhani-505209, Distt.Karimnagar, Andhra Pradesh	Special School & VTC for MR	0.15	0.08	0.21
18.	PAMENCAP(Karimnagar)	H.No.3-1-278, CVR Nagar, Karimnagar- 505001, Andhra Pradesh	Special School & VTC for MR	0.13	0.06	0.06
19.	PAMENCAP (Secunderabad)	Secunderabad, Andhra Pradesh	VTC for MR & PH	0.06	0.00	0.06
20.	Parents Association of AG's Office Employees	Lekhadeep, Qtr.No.C- 49, A.G.'s Staff Quarters, Yousufguda, Hyderabad-500045, Andhra Pradesh	VTC cum Rehabilitation Centre for MR	0.00	0.00	0.00
21.	PAWMENCAP	10-3-14/B/2, MCH Colony, Humayun Nagar, Hyderabad- 500028, Andhra Pradesh	V.T.& Sheltered Workshop(Manoch etna)	0.24	0.11	0.16
22.	Prakasam Yuvajana Sangham	Farrukh Nagar, Shad Nagar Mandal, Mahabubnagar Distt., Andhra Pradesh	Vocational Training & Rehab. Centre for Disabled	0.11	0.14	0.07
23.	Priyadarsini Service Organisation	45-56-9, Saligramapuram, Vishakapatnam-29, Andhra Pradesh	VTC cum Residential School for the disabled	0.67	0.00	1.13
24.	Rotary Trust for Handicapped	Hyderabad, Andhra Pradesh	VTC for PH and CBR	0.00	0.00	0.00

1	2	3	4	5	6	7
25.	Sai Seva Sangh	99, Road 12, VV Nagar, Kukatpally, Hyderabad 72., Andhra Pradesh	School & VTC for MR	0.13	0.07	0.16
26.	Shekinah Foundation	4-3-2, Shekinah House, Hayath Nagar, Ranga Reddy District, Andhra Pradesh	Resi School cum VTC for Disabled	0.34	0.08	0.20
27.	Sri Dakshinya Bhava Samithi	Madhavi Nilayam, J.K.CCollege Road Extension Extension, Guntur-522006, Andhra Pradesh.	VTC for Disabled	0.31	0.00	0.00
28.	Swarna swayam Krushi	Mancheriat, Andhra Pradesh	Spl. School for Vocational centre for MH	0.08	0.00	0.00
29.	Swayamkrushi	265, New Vasavi Nagar, Secunderabad-500015, Andhra Pradesh	Residential School for MR & VTC	0.37	0.17	0.08
30.	The Karimnagar District Freedom Fighters' Trust	H.No. 10-4-24, Bank Colony, Arepally Road, Karimnagar, Andhra Pradesh	School cum VTC for MR	0.61	0.12	0.12
31.	Ushodaya Educational Society	H.No.11-13/113/2, R.K.Puram, Ranga Reddy Distt-500035, Andhra Pradesh	VTC for PH	0.12	0.06	0.15
32.	Vutukuri Subbamma Welfare Society	Kotla Bazar, Distt.Prakasam, Chirala-523155, Andhra Pradesh	VTC for OH	0.30	0.07	0.16
33.	Women and Child Welfare Centre	Shreeramnagar-535101, Distt.Vizianagaram, Andhra Pradesh	School VTC & Hostel for MR	0.44	0.13	0.13
		Sub Total (Andhra Pradesh)		8.20	2.70	4.00

1	2	3	4	5	6	7
ASSAM						
1.	ASCENT	Islampur, Mangaldai, Distt. Darrang, Ass am	VTC for Disabled	0.04		
2.	Bikalanga Kalyan Kendra"Telahi"	Vill Pahumoria Gaon, PO Panigaon, District Lakhimpur, Assam, Pin-787052	VTC for Disabled	0.11	0.00	0.00
3.	Dhule Regional Physical Development Association	P.O. Dhula, Darrang, PIN-784146, Assam	VTC for Handicapped Persons	0.00	0.53	0.11
4.	Durpang Pichala Anchalik Bikalanga Anusthan	Lakhimpur, Assam	VTC	0.06	0.07	0.05
5.	Disabled Person Welfare & Rehabilitation Trust	Vill.Bahabari Po.Kharupetia Distt, Darrang, Assam	VTC for Disabled	0.00	0.00	0.00
6.	Global Health and Educatin Centre(GHEC)	At.Rupahi Bhaktgaon near Chandrabala rimary School,Po rubahi Nagaon.Assam- 782125	VTC for Disabled	0.07	0.03	0.03
7.	Gram Vikas Parishad	Nagaon, Assam	VTC for Disabled	0.06	0.03	0/02
8.	Kachajuli Physically Handicapped and Training Centre	Lakhimpur, Assam	school and training centre for PH	0.45	0.00	0.00
9.	Nawottaran	Guwahati, Assam	VTC for Disabled	0.12	0.03	0.07
11.	North East Voluntary Association of Rural Developmetn (NEVARD)	Life Line Clinical Hospital & research Centre, Dakhingaon, Kahilipara Guwahati- 781019	VTC for Disabled	0.00	0.02	0.00
12.	Sonitpur District Disability Rehab. And Welfare	Assam	VTC	0.06	0.00	0.00
13.	Sri Sri Sewa Ashram	Assam	VTC	0.09	0.05	0.00
14.	Swalambi	Gandhi Basti Road, Opp. Silpukhuri Post Office, Guwahati- 781003,Assam	VTC	0.02	0.00	0.00

1	2	3	4	5	6	7
15.	WODWICHEE	P.O.Lakshirbond.Distt Hailak andi, Assam- 788155	VTC and Sheltered work shop	0.06	0.03	0.09
16.	Ziia Bahumukhi Mahila Unnayan Samaj	Village-Hirapara. P.O.- Dhula. Dist. Darrang- 784146, Assam	Vocational Trg Centre for Disabled	0.06	0.24	0.04
Sub Total(Assam)				1.20	1.03	0.41
BIHAR						
1.	Gulab SinghMahila Evam Bal Kalyan Sangh	Bihar	VTC	0.10	0.00	0.00
2.	Gyan Sarovar	Villae, Pravejabad P.O.Sonpur, Distt. Saran, Bihar	VTC for OH	0.00	0.09	0.07
3.	Girija Shankar Drishti Bihin Balika Vidyalaya	Gumti No.3, Bhikhanpur, Bhagalpur-812002, Bihar	Education cum VTC forVH Girls	0.10	0.00	0.00
4.	Magadh Rehabilitation & Welfare Society	A/9, P.C.Colony, Kankarbagh, Patna, Bihar	VTC for PH Children	0.00	0.07	0.12
5.	Prakritik Arogyashram	Nalanda, Bodh Gaya, Bihar	VTC and Rehab. For OH Children	0.00	0.00	
6.	Koshi Kshetriya Vikalang , Vidhwa, Vridh Kalyan Samiti	Bihar	Residential School & VTC for PH	0.00	0.00	0.32
7.	Physical Medicine & Rehabilitation Institute	Rajendra Nagar, Road No.6-B, Patna-800016, Bihar.	Residential School for PH & MR.VTC and Physio Unit	0.00	0.00	0.00
Sub Total (Bihar)				0.20	0.16	0.51
CHANDIGARH						
1.	Society for the Care of the Blind	Chandigarh	Education cum VTC for VH Girls	0.00	0.00	0.00
				(Rs. In crore)		
Sub Total (Chandigarh)				0.00	0.00	0.00
CHHATISGARH						
1.	Chhattisgarh Viklang Prashikshan Evam Anusandhan Sansthan	HIG2,J.E.Road,Tatiban dh Raipur.Chttishgarh	Spl School & VTC for MR	0.00	0.00	0.00



1	2	3	4	5	6	7
2.	Netraheen Va Viklang Shikshan Prashikshan Evam Dharmarth Samithi	Aamakherava.Manend ergarh Dist. Korea,Chhattisgarh	Resi Special School cum VTC for Blind Person	0.00	0.00	0.08
		Sub Total (Chhatisgarh)		0.00	0.00	
DELHI						
1.	Balvantray Mehta Vidya Bhawan Anguridevi Shersingh Memorial Academy	Blocks E.G&H, Masjid Moth, Greater Kailash-II, New Delhi-110048	School cum VTC for MR Children	0.00	0.00	0.00
2.	Bharatiya Blind Educational Welfare Society	61/1-B-11, Teliwara, Shahadra, New Delhi-110032	Residential School cum VTC for Blind	0.00	0.00	0.00
3.	Dr.Zakir Hussain Memorial Society	Child Guidance Centre, Senior Secondary School Campus, Near Ansari Health		0.03	0.02	0.00
		Sub Total(Delhi)		0.03	0.02	0.00
GUJARAT						
1.	Shree D.S.Parekh& Amrutben Parekh Deaf & Dumb School	Near New Junction, Surendranagar-363001, Gujarat	Staff Salary for VTc for Disabled	0.03	0.00	0.03
2.	SOPAN	F.P.No1070PPO,Pink city.Flats B/h,Blind Welfare Centre Ranip Ahmedabad.Gujrat	School cum VTC for MR	0	0.00	0.00
		Sub Total (Gujarat)		0.03	0.00	0.00
HARYANA						
1.	Indian Red Cross Society(Hissar)	Red Cross Bhavan, Hissar, Haryana	Residential School cum VTC for VH	0.15	0.00	0.00
2.	Indian Red Cross Society(Rohtak)	District Branch, Red Cross Bhavan, Rohtak-124001, Haryana	Home for MR Children & VTC	0.33	0.00	0.00
KARNATAKA						
1.	Angaviklara Ashakiran Trust	Shamanur Road, Near Laxmi Flour Mill, Devengere-577004, Karnataka	Education cum VTC for MR	0.34	0.10	0.21

1	2	3	4	5	6	7
2.	Divyajyothi Vidya Kendra	Vishwa Chikkanna Sondekoppa Nelamangala 562123, Bangalore Distt., Karnataka	Building, VTC for Disabled Layout, Road, Town- Rural	0	0.00	0.00
3.	Shree Ramana Maharishi Academy for the Blind	3rd Cross, (Near Ragi Gudda), J.P.Nagar, Bangalore-560078, Karnataka	3rd Phase VTC for OH(TRDC)	0.57	0.28	0.14
4.	Spastic Society of Karnataka	Bangalore, Karnataka	Spastics Children and Vocational Training	0.45	0.00	0.11
Sub Total(Karnataka)				1.36	0.38	0.46
KERALA						
1.	Asha Bhavan	Annamanada, Distt., Kerala	Thrissur VTC for PH	0.1	0.06	0.02
2.	Ashanilayam	Ponkunnam-686506, Kottayam, Kerala	Distt. School cum VTC for MR	0.09	0.04	0.00
3.	Bethania Rehabilitation Centre for the Disabled	Philip's Hill, Medical College P.O., Thiruvananthapura-695011, Kerala	Kumarapuram, VTC for PH Girls	0.12	0.00	0.06
4.	Emakulam Association	Womens Kerala	Edu Cum VTC for MR	0	0.00	0.05
5.	Jeney Centre	Kerala	School cum VTC for MR	0	0.02	0.11
6.	Hellen Keller Institute for Visually Impaired	Mannannur P.O.Vaniamkulam-679522, Distt. Palakkad, Kerala	Road, VTC for VH	0.15	0.06	0.22
7.	Kerala Institute for the Blind	Alpara, Kannara PO, Thrissur-680652, Kerala	VTC cum Rehabilitation Centre for VH	0.15	0.09	0.05
8.	Kerala Rehabilitation Institute for the Physically Affected (KRIPA's Providence Home)	Chunangavey, Erumathala P.O., Aluva-683112, Ernakulam Distt., Kerala	VTC for Disabled	0.13	0.00	0.09
9.	Prateeksha Society	Charitable Kerla	Special School cum VTC for MR	0.25	0.06	0.21
10.	Santhi Bhawan Social Centre	Chalakuadi-680307, Kerala	VTC for OH Children	0.15	0.03	0.07

1	2	3	4	5	6	7	
11.	Vimala School	Hridaya Special Kerla	Special School cum VTC for MR		0.16	0.06	0.00
Sub Total (Kerala)					1.3	0.42	0.88
MADHYA PRADESH							
1.	Famous Samiti	Mahila Kalyan Bhind, M.P.	VTC		0.08	0.05	0.04
2.	Gopad Samiti	Viklang Shiksha P.O.Katyi Niwas, Sidhi, Madhya Pradesh	District School cum VTC for Disabled		0.32	0.07	0.00
3.	Late Shiksha Samiti	Satish Memorial 58,Ram Bagh Colony Chhawani.Gwalior.M.P.	Vocational Training Ki Centre for Disabled		0	0.04	0.02
4.	Shri Shri Utkarsh Samiti	38, Narayan Bagh, Indore-452004, Madhya Pradesh	VTC for MR & PH		0.13	0.06	0.05
5.	Society for Handicapped Rehabilitating Absolutely	Assisting the Madhya Pradesh and	VTC		0	0.00	0.00
Sub Total (Madhya Pradesh)					0.53	0.22	0.11
MAHARASHTRA							
1.	Apang Jivan Vikas Sanstha	Bhumiputra Colony, Congress Nagar, Amravati, Maharashtra	Near Vocational School for Handicapped		0.2	0.19	0.00
2.	Arunoday Gramin Vikas Sanstha	Bahuudeeshiya Shradha Kalpana Swastik Ganeshwadi Road.Ahmednagar.Maharashtra	Palace VTC for PH Chawk Station		0.09	0.04	0.04
3.	Bhagyashali Kalyankari Sanstha(Bori)	Bahuddeshiya Post Bori, (Lagam), Aheri, Distt.Gadchirolli, Maharashtra	Tehsil Vocational Centre for Deaf & Dumb		0.1	0.06	0.00
4.	Gram Vikas Barahali	Yuvak Madal Tq. Mukhed, Nanded, Maharashtra	Distt. Handicapped Rehabilitation Centre (VTC)		0	0.01	0.00
5.	Hellen Keller Institute for Deaf and Deaf Blind	Municipal Secy.School, South Wing, Ground Floor, Near S.Bridge, N.M.Joshi Marg, Byculla(W), Mumbai-400011, Maharashtra	Education cum Voc.Reh of Deaf & Blind		0	0.00	0.00

1	2	3	4	5	6	7	
		Sub (Maharashtra)	Total		0.39	0.30	0.04
MANIPUR							
1.	All Manipur Mentally Handicapped Persons Welfare Organisation	Keishamthong Leirak, Imphal-795001, Manipur	Top	VTC for Persons with CPMR	0.23	0.23	0.13
2.	Centre for Mental Hygiene	Manipur		Special School for MR Cum VTC	0	0.00	0.12
3.	Institute of Social Development for Weaker Sections	Wehengbam Khongnang Haogaibi, New Cachar Road, P.O. Imphal-795001, Manipur	Leikai	VTC for Disabled	0.16	0.08	0.04
4.	Rural Educational and Socio-Economic Development Organisation	P.O.Thanga Torigram, P.S.:Moirang-795133, Manipur		VTC for LCP	0.1	0.05	0.12
5.	The Development for Women's Programme Centre	Thoubal Bazar, Thoubal District, P.o.Thoubal, Manipur		Vocational Trg Centre	0.14	0.07	0.19
6.	The Women's Economic Development Society	Khongam, Imphal-795001, Manipur	Distt.	VTC for Disabled	0	0.04	0.23
7.	Typewriting Institute and Rural Development	Thoubal Distt, Thoubal-795138, Manipur		Vocational Trg Centre for Disabled	0.25	0.17	0.13
		Sub Total (Manipur)			0.88	0.64	0.96
MEGHALAYA							
1.	Dwar Jingkrymen School for Children in Need of Special Education	Stonyland, Shillong-793003, Meghalaya		Education cum VTC for MR & Spastic	0.07	0.04	0.00
		Sub Total (Meghalaya)			0.07	0.04	0.00
MIZORAM							
ODISHA							
1.	Arun Institute of Rural Affairs	At-Aswakhola, P.O.Karamul, Mahimagadi, Distt.Dhenkanal-759014, Odisha	Via-	VTC for Disabled	0.11	0.05	0.11

1	2	3	4	5	6	7
2.	Association for Social Reconstructive Activities	Plot No.1284/C, Sector-6, Markat Nagar(CDA), Cuttack-753014, Odisha	VTC for Disabled(Jagatsinghpur)	0.29	0.25	0.00
3.	Bhairabi Club	At.Kurumpada, P.O.Hadapada, Distt. Khurda-752018, Odisha	VTC for OH	0.3	0.15	0.08
4.	Nilachal Prathisthan Seva	Dayavihar (Kanas) Distt.Puri, Odisha-752017	VTC for Disabled	0.57	0.28	0.09
5.	Open Learning Systems	G.2-A/1 Gadakana Mauza, PO mancheswar Railway Colony, Bhubaneswar-751017, Odisha	VTC cum Rehabilitation Centre for CPMR	0.34	0.06	0.09
6.	Odisha Multipurpose Development Center	9/22, MIG II, BDA Colony, Chandrashekharapur, Bhubneswar-16, Odisha	VTC for LCP	0.05	0.03	0.04
7.	Red Cross School for the Blind	City Hospital Road, Berhampur-760001, Distt.Ganjam, Odisha	School cum VTC for VH	0.06	0.00	0.00
8.	Vishwa Jeevan Seva Sangha	VilSaradhapur, PO: Garhsanput, Distt: Khurda, Odisha-752060	VTC for Disabled	0.05	0.02	0.00
Sub Total (Odisha)				1.77	0.84	0.41
PUNJAB						
1.	Vocational Rehabilitation Training Centre	Haibowal Road, Opp.Kitchlu Nagar, Ludhiana-141001, Punjab	Education VTC Workshop for the Blind	0.19	0.06	0.00
Sub Total (Punjab)				0.19	0.06	0.00
RAJASTHAN						
1.	Adarsh Bal Vidyalaya Samiti	Panchayat Quarters Road.Osiar.Rajasthan	VTC for OH	0.05	0.00	0.00

1	2	3	4	5	6	7
2.	Badhit Bal Vikas Kendra	Rajasthan	Hostel and VTC for Deaf	0.05	0.05	0.06
3.	Disha-Centre for Special Education	F-139, Shyam Nagar, Jaipur, Rajasthan	Special School for MR	0.06	0.07	0.00
4.	Indian Council of Social Welfare	Sector No.6, Heera Path, Mansarovar, Jaipur-302020, Rajasthan	VTC for Adult	0.08	0.04	0.09
5.	Jaimini Shikshan Evam Gramin Vikas Sansthan	Rajasthan	VTC for Disabled	0.03	0.09	0.00
6.	Manila Bal Vikas Gramodhyog Shiksha Samiti	330, New Pushp Vatika Colony, Fatehpur Sikri Road, Bharatpur	School cum VTC for MR	0	0.04	0.16
7.	Prayas Sanstha	106, Raj Vihar Colony, Dashara Ground Maidan aalanpur, Sawai Madhopur, Rajasthan	VTC	0	0.01	0.10
8.	Rajasthan Netraheen Kalyan Sangh	Rajasthan	Vocational Rehabilitation Centre	0	0.00	0.00
9.	Umang	Jaipur, Rajasthan		0.03	0.06	0.00
Sub Total (Rajasthan)				0.3	0.36	0.41
TAMIL NADU						
1.	All India Blind Progressive Association	No.141, Kabali Vanabojana Thottam, Raja Annamalipuram, Chennai-600028, Tamilnadu	VTC for VH	0.04	0.00	0.09
2.	Andhra Mahila Sabha	10, Dr.Durgabai Deshmukh Road, Chennai-600028, Tamilnadu	Vocational Rehabilitation Centre Unit for OH	0.04	0.00	0.00
3.	Bishop Diehl Rehabilitation Home for the Blind	Tamil Nadu		0	0.00	0.00
4.	Cheshire Homes India(Madurai)	Austinpatti P.O., Madurai-625008, Tamilnadu	VTC for Handicpped	0	0.00	0.00

1	2	3	4	5	6	7
5.	Florence Swainson Higher Secondary School for the Deaf	Palayamkottai, Distt. Tirunelveli, Tamilnadu	Special School and VTC for Deaf	0.3	0.00	14.00
6.	Hellen Keller Service Society for the Disabled	Vizhiyagam, Vishwanathapuram, Madurai-625014, Tamilnadu	School cum Hostel VTC for the blind	0.05	0.00	0.07
7.	I E. L. C. School for the Blind	Barugar-635104, Distt.Dharampuri, Tamilnadu	Hostel cum VTC	0.12	0.00	0.19
8.	Indian Association for the Blind	Sundarajanpatti, Arumbanoor Post, Madurai-625104, Tamilnadu	VTC for VH	0.38	0.26	0.02
9.	Indian Red Cross Society(Chennai)	Red Cross Building, 50, Montieth Road, Egmore, Chennai- 600008, Tamilnadu	VTC & Rehabilitation Centre for OH	0	0.00	0.00
10.	Jaya Balwadi Educational Society	Aravakurichi Patii Village, Asoor (Post), Trichy-620015, Tamilnadu	VTC for Disabled Women	0.08	0.04	0.00
11.	M.S Chellamuthu Trust & Research Foundation	643, K.K. Nagar, Madurai-625020, Tamilnadu	VTC for Mentally III	0	0.00	0.10
12.	Navajyothi Trust	40.Menambedu road, Sidco Indl Estate,Chennai- 600098	VTC for Handicapped and MR	0	0.01	0.00
13.	Tamilnadu Association of the Blind	P.B.No 5520, Rettaikuli Street, Tondiarpet, Chennai-600081, Tamilnadu	VTC for Visually Impaired Women	0	0.06	0.0SJ
14.	The Spastic Society of Tamilnadu	Opp.T.T.T.I.Taramani Road, Chennai- 600113, Tamilnadu	VTC for CPMR	0.55	0.48	0.03
Sub Total (Tamil Nadu)				1.56	0.85	14.50
TRIPURA						
UTTAR PRADESH						
1.	Akhil Bharatiya Viklang Kalyan Samiti	Tulsi Nagar, Ayodhya, Faizabad Distt., Uttar Pradesh	Education cum VTC	0	0.32	0.31

1	2	3	4	5	6	7
2.	Ambedkar Samiti	Shiksha Lucknow, UP	VTC for Handicapped	0	0.20	0.05
3.	Bharatiya Samiti	Chauhan Balrampur, Pathkauli, DisttAzamgarh, Uttar Pradesh	Education and VTC for Disabled	0.14	0.14	0.00
4.	Bhartiya Gram Sansthan,	in Vikas Village Naharpur.Post Mahulia.Distt Ambedkar Nagar.Utthar Pradesh-224122	VTC for Disabled	0.14	0.00	0.04
5.	Chitragupta Sansthan	Shikshan Sakalpur, Varanasi, Uttar Pradesh	Sevapuri, VTC for Disabled(Sant Ravidas Nagar.Bhadohi)	0.16	0.08	0.00
6.	Disha Samiti,Bareilly	124-B, Civil Lines, Bareilly, Uttar Pradesh	Education and VTC for PH	0.08	0.07	0.00
7.	Goonge Behron Ka Vidyayalaya	127/70 AW1 Block, Saket Nagar, (In front of Parag Milk Board), Kanpur, Uttar Pradesh	VTC for Deaf	0	0.00	0.00
8.	Gyan Bharti Mhila Kalyan Evam Shiksha Prasar Samiti	102, Holi Gate, Etah, Uttar Pradesh	VTC for Disabled (Residential)	0	0.00	0.00
9.	Handicapped Child Welfare Society(Savera)	Lucknow, UP	School and VTC for Disabled at Bahraich	0	0.00	0.00
10.	Handicapped Development Council	Shastri Puram, Sikandra, Agra-282007, Uttar Pradesh	School & VTC for Disabled	0.12	0.13	0.00
11.	Interact Society for the Spactics & Handicapped	Street No.01, Gujer Colony Near SK Timber Barolla, Sector-49,Noida,Utthar Pradesh	Education and VTC	0	0.00	0.00
12.	Madhukar Vidyalaya Samiti	Viklang Vill. Rautpur, P.O. Lahushi(Pipraich), Gorakhpur, Uttar Pradesh	Education & VTC	0	0.00	0.00



1	2	3	4	5	6	7
13.	Mangalam	Mangalam Sadan, A-445, Indira Nagar, Lucknow-226016, Uttar Pradesh	VTC for Disabled	0	0.07	0.03
14.	NIRVAN	D-2059, Indira Nagar, Lucknow, Uttar Pradesh	Education cum VTC for MR	0.08	0.04	0.11
15.	Saraswati Education Society	Harthala Sonakpur Distt, Moradabad, UP	Spl School for HH & VTC for Disabled	0.12	0.20	0.00
16.	Sri Kanchilal Shastri Smarak Sansthan	C-49, Kalyanpur, Kanpur, Uttar Pradesh	VTC for Disabled	0		0.00
17.	Sur Smarak Mandal	23/446, Wazirpur Road Infront of office of the Central Exuise Sanjay Cinema. Agra-282002	Blind School cum VTC (Residential)	0	0.00	0.00
18.	UP Parents Assn for Welfare of Mentally Handicapped Citizens	C-331/1, Indira Nagar, Lucknow, Uttar Pradesh	Spl School & VTC for MR	0.15	0.00	0.00
Sub Total (U.P.)				0.99	1.25	0.54
UTTARANCHAL						
1.	Raphel Ryder Cheshire International Centre	Uttrachal	VTC cum Hostel and Day Care Centre for MR	0	0.00	0.08
2.	Indira Rashtriya Chetna Evam Samajothan Sansthan	Hoshiari Mandir, Raiwala, Distt. Dehradun, Uttaranchal	School cum VTC	0.07	0.20	0.00
Sub Total (Uttarakhand)				0.07	0.20	0.08
WEST BENGAL						
1.	Alakendu Bodh Niketan Residential	P-1/4/1, CIT Scheme-VII-M, VIP Road, Kankurgachi, Calcutta-700054, West Bengal	Spl School for MR with VTC Component	0.46	0.17	0.13
2.	Ananda Bhawan	West Bengal	Spl Education cum VTC for HH	0	0.00	0.08

1	2	3	4	5	6	7
3.	Bharat Scouts & Guides	West Bengal	Special School for Hand With VTC Comp	0	0.00	0.08
4.	ETR for the Disabled	104/106, NSC Bose Road, P.O.Naktala.Calcutta-700047, West Bengal	VTC for the disabled	0	0.00	0.00
5.	HOPE	H.F.C. Township, Durgapore-713212, West Bengal	Spl School for M.H. with VTC Component	0	0.26	0.43
6.	Karunamayee parents Organisation for the Mentally Handicapped	Joffe House, Mondal Para, Krishnapur P.O.Milan Bazar Kolkata	Special School for MR with VTC	0	0.02	0.00
7.	Nimtouri Tamluk Unnayan Samity	P.O.Kulberia.P.S.Tamluk.Dis t,Purba,Medinipur-721648	Vtc for Disabled	0.14	0.19	0.00
9.	Sevayatan Kendra Kaiyan	P.OSevayatan, P.S.Jhargram, Distt. Midnapur, West Bengal	Special School for HH & MR with VTC Component	0.34	0.16	0.00
10.	Sri Sri Ramkrishna Satyanand Education & Charity Trust	P.O.Rampurhat, Birbhum-731224, West Bengal	VTC and Hostel	0	0.00	0.00
Sub Total (West Bengal)				0.94	0.80	0.72

### Child Trafficking

618. PROF. SAUGATA ROY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there are reports of hundreds of children being trafficked from Jharkhand and other northern States to Kerala recently;

(b) if so, the number of such cases reported along with the number of children rescued during the current year; and

(c) the measures taken by the Government to check child trafficking in the country in coordination with the State Governments?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) 589 children trafficked from Jharkhand, Bihar, West Bengal & Odisha were rescued by Kerala Police on 24th & 25th May, 2014.

(b) As per data available with National Crime Records Bureau (NCRB), a total number of 1002, 932 and 1330 cases were registered under various crimes committed under Child Trafficking (which includes buying of minor girls for prostitution, selling of minor girls for prostitution and procurement of minor girls) during 2011, 2012 and 2013 respectively. State/UT wise details is enclosed at Statement-I. The information pertaining to victim rescued during the year 2013 is enclosed at Statement-II



1	2	3	4	5	6	7	8	9	10	11	12	13	14
10.	Jammu and Kashmir	0	0	0	0	0	0	0	0	0	0	0	0
11.	Jharkhand	1	1	0	1	1	0	5	5	0	5	5	0
12.	Karnataka	0	0	0	0	0	0	0	0	0	0	0	0
13.	Kerala	0	0	0	0	0	0	0	0	0	0	0	0
14.	Madhya Pradesh	2	2	0	5	5	0	0	0	0	0	0	0
15.	Maharashtra	20	19	1	43	41	1	4	2	0	11	5	0
16.	Manipur	0	0	0	0	0	0	0	0	0	0	0	0
17.	Meghalaya	0	0	0	0	0	0	0	0	0	0	0	0
18.	Mizoram	0	0	0	0	0	0	0	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	0	0	0	0	0	0	0
20.	Odisha	0	0	0	0	0	0	0	0	0	0	0	0
21.	Punjab	0	0	0	0	0	0	0	0	0	0	0	0
22.	Rajasthan	0	0	0	0	0	0	0	0	0	0	0	0
23.	Sikkim	0	0	0	0	0	0	0	0	0	0	0	0
24.	Tamil Nadu	0	0	0	0	0	0	0	0	0	0	0	0
25.	Tripura	0	0	0	0	0	0	0	0	0	0	0	0
26.	Uttar Pradesh	1	1	0	4	4	0	0	0	0	0	0	0
27.	Uttarakhand	0	0	0	0	0	0	0	0	0	0	0	0
28.	West Bengal	0	0	0	0	0	0	3	3	0	4	4	0
Total (States)		27	25	1	60	56	1	14	12	1	24	18	1
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0
33.	Delhi	0	1	1	0	1	1	1	0	0	1	0	0
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0	0	0	0	0	0	0
Total (UTs)		0	1	1	0	1	1	1	0	0	1	0	0
Total (All-India)		27	26	2	60	57	2	15	12	1	25	18	1

Note: Information on disposal of police and courts includes the information on pending cases from previous years also

SOURCE:CRIME IN INDIA

S. No.	State/UT	2013					
		CR	CS	CV	PAR	PCS	PCV
1	2	15	16	17	18	19	20
1.	Andhra Pradesh	0	0	0	0	0	0
2.	Arunachal Pradesh	0	0	0	0	0	0
3.	Assam	0	0	0	0	0	0
4.	Bihar	0	0	0	0	0	0
5.	Chhattisgarh	0	0	0	0	0	0
6.	Goa	0	0	0	0	0	0
7.	Gujarat	0	0	0	0	0	0
8.	Haryana	0	0	0	0	0	0
9.	Himachal Pradesh	0	0	0	0	0	0
10.	Jammu and Kashmir	0	0	0	0	0	0
11.	Jharkhand	2	2	0	2	2	0
12.	Karnataka	0	0	0	0	0	
13.	Kerala	0	0	0	0	0	0
14.	Madhya Pradesh	0	0	0	0	0	0
15.	Maharashtra	2	6	0	2	11	0
16.	Manipur	0	0	0	0	0	0
17.	Meghalaya	0	0	0	0	0	0
18.	Mizoram	0	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	0
20.	Odisha	0	0	0	0	0	0
21.	Punjab	0	0	0	0	0	0
22.	Rajasthan	1	1	0	4	4	0
23.	Sikkim	0	0	0	0	0	0
24.	Tamil Nadu	0	0	0	0	0	0
25.	Tripura	0	0	0	0	0	0
26.	Uttar Pradesh	0	0	0	0	0	0
27.	Uttarakhand	0	0	0	0	0	0
28.	West Bengal	1	3	0	1	11	0
Total (States)		6	12	0	9	28	0

1	2	15	16	17	18	19	20
29.	Andaman and Nicobar Islands	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0
33.	Delhi	0	0	0	0	0	0
34.	Lakshadweep	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0
Total (UTs)		0	0	0	0	0	0
Total (All-India)		6	12	0	9	28	0

Note: Information on disposal of police and courts includes the information on pending cases from previous years also

SOURCE:CRIME IN INDIA

*Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CV), Persons Arrested (PAR),  
Persons Chargesheeted (PCS) & Persons Convicted (PCV) Under Selling of  
Minor Girls for Prostitution (Sec. 373 IPC) During 2011-2013*

S. No.	State/UT	2011						2012					
		CR	CS	CV	PAR	PCS	PCV	CR	CS	CV	PAR	PCS	PCV
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	2	1	0	4	2	0	4	5	0	8	10	0
2.	Arunachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0
3.	Assam	0	1	0	0	1	0	0	0	0	0	0	0
4.	Bihar	1	1	0	2	2	0	10	4	1	12	7	1
5.	Chhattisgarh	1	1	0	1	1	0	0	0	0	0	0	0
6.	Goa	0	0	0	0	0	0	0	0	0	0	0	0
7.	Gujarat	0	0	0	0	0	0	0	0	0	0	0	0
8.	Haryana	2	0	0	0	0	0	0	0	0	0	0	0
9.	Himachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0
10.	Jammu and Kashmir	0	0	0	0	0	0	0	0	0	0	0	0
11.	Jharkhand	6	6	0	5	5	0	7	7	0	7	7	0

1	2	3	4	5	6	7	8	9	10	11	12	13	14
12.	Karnataka	1	0	0	0	0	0	0	0	0	0	0	0
13.	Kerala	0	0	0	0	0	0	0	0	0	0	0	0
14.	Madhya Pradesh	3	3	2	15	15	11	5	7	1	20	20	3
15.	Maharashtra	2	2	0	9	9	0	2	1	0	8	3	0
16.	Manipur	0	0	0	0	0	0	0	0	0	0	0	0
17.	Meghalaya	0	0	0	0	0	0	0	0	0	0	0	0
18.	Mizoram	0	0	0	0	0	0	1	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	0	0	0	0	0	0	0
20.	Odisha	0	0	0	0	0	0	0	0	0	0	0	0
21.	Punjab	0	0	0	0	0	0	0	0	0	0	0	0
22.	Rajasthan	2	1	0	5	5	0	1	1	0	7	7	0
23.	Sikkim	0	0	0	0	0	0	0	0	0	0	0	0
24.	Tamil Nadu	0	0	0	0	0	0	0	0	0	0	0	0
25.	Tripura	0	0	0	0	0	0	0	0	0	0	0	0
26.	Uttar Pradesh	4	4	0	15	15	0	18	13	0	30	24	0
27.	Uttarakhand	0	0	0	0	0	0	0	0	0	0	0	0
28.	West Bengal	87	37	1	96	60	3	56	38	1	32	23	1
Total (States)		111	57	3	152	115	14	104	76	3	124	101	5
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0
33.	Delhi	2	1	0	4	2	0	4	0	1	4	0	1
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0	0	0	0	0	0	0
Total (UTs)		2	1	0	4	2	0	4	0	1	4	0	1
Total (All-India)		113	58	3	156	117	25	108	76	4	128	101	6

Note: Information on disposal of police and courts includes the information on pending cases from previous years also

SOURCE: CRIME IN INDIA

SI	State/UT	2013					
		CR	CS	CV	PAR	PCS	PCV
1	2	15	16	17	18	19	20
1.	Andhra Pradesh	2	1	0	5	2	0
2.	Arunachal Pradesh	0	0	0	0	0	0
3.	Assam	0	0	0	0	0	0
4.	Bihar	3	4	0	6	9	0
5.	Chhattisgarh	0	0	0	0	0	0
6.	Goa	0	0	0	0	0	0
7.	Gujarat	2	2	0	2	2	0
8.	Haryana	2	1	1	1	1	1
9.	Himachal Pradesh	0	0	0	0	0	0
10.	Jammu and Kashmir	0	0	0	0	0	0
11.	Jharkhand	5	4	0	4	4	0
12.	Karnataka	0	0	0	3	0	
13.	Kerala	1	0	0	0	0	0
14.	Madhya Pradesh	3	3	2	6	6	5
15.	Maharashtra	13	8	0	29	23	0
16.	Manipur	0	0	0	0	0	0
17.	Meghalaya	0	0	0	0	0	0
18.	Mizoram	0	1	0	0	0	0
19.	Nagaland	0	0	0	0	0	0
20.	Odisha	0	0	0	0	0	0
21.	Punjab	0	0	0	0	0	0
22.	Rajasthan	0	0	0	0	0	0
23.	Sikkim	0	0	0	0	0	0
24.	Tamil Nadu	0	0	0	0	0	0
25.	Tripura	0	0	0	0	0	0
26.	Uttar Pradesh	0	2	3	0	2	6
27.	Uttarakhand	0	0	0	0	0	0
28.	West Bengal	69	65	0	78	100	0
Total (States)		100	91	6	134	149	12



1	2	15	16	17	18	19	20
29.	Andaman and Nicobar Islands	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0
33.	Delhi	0	0	0	0	0	0
34.	Lakshadweep	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0
Total (UTs)		0	0	0	0	0	0
Total (All-India)		100	91	6	134	149	12

Note: Information on disposal of police and courts includes the information on pending cases from previous years also

SOURCE: CRIME IN INDIA

*Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CV), Persons Arrested (PAR),  
Persons Chargesheeted (PCS) & Persons Convicted (PCV) Under Procurement of  
Minor Girls for Prostitution (Sec. 373 IPC) During 2011-2013*

S. No.	State/UT	2011						2012					
		CR	CS	CV	PAR	PCS	PCV	CR	CS	CV	PAR	PCS	PCV
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	106	84	8	97	118	9	30	36	7	37	45	7
2.	Arunachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0
3.	Assam	142	51	1	142	51	1	122	98	1	122	98	1
4.	Bihar	183	263	13	434	461	20	48	26	9	38	38	13
5.	Chhattisgarh	15	13	0	17	17	0	13	15	4	18	18	2
6.	Goa	0	0	0	1	0	0	0	0	0	0	0	0
7.	Gujarat	4	3	0	3	3	0	19	10	2	26	25	3
8.	Haryana	0	0	0	0	0	0	0	0	0	0	0	0
9.	Himachal Pradesh	3	1	1	1	1	1	3	3	0	4	3	0
10.	Jammu and Kashmir	0	0	0	0	0	0	0	0	0	0	0	0
11.	Jharkhand	15	3	0	12	56	0	16	16	0	16	16	0

1	2	3	4	5	6	7	8	9	10	11	12	13	14
12.	Karnataka	8	14	2	8	15	2	45	14	0	18	15	0
13.	Kerala	9	8	0	7	7	0	10	9	0	11	13	0
14.	Madhya Pradesh	20	17	4	27	27	6	21	20	2	23	23	8
15.	Maharashtra	20	28	0	50	40	0	31	23	0	60	60	0
16.	Manipur	0	0	0	0	0	0	17	0	0	0	0	0
17.	Meghalaya	0	0	0	0	0	0	0	0	0	0	0	0
18.	Mizoram	0	0	0	0	0	0	0	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	0	0	0	0	0	0	0
20.	Odisha	12	3	0	8	5	0	5	9	0	11	14	0
21.	Punjab	0	0	3	0	0	3	0	0	0	0	0	0
22.	Rajasthan	19	11	0	14	14	0	20	13	0	15	15	0
23.	Sikkim	0	0	0	0	0	0	0	0	0	0	0	0
24.	Tamil Nadu	0	0	0	0	0	0	28	0	0	41	0	0
25.	Tripura	5	27	4	23	29	19	0	0	0	0	0	0
26.	Uttar Pradesh	0	0	0	0	0	0	2	2	0	4	4	0
27.	Uttarakhand	0	0	0	0	0	0	7	3	0	4	3	0
28.	West Bengal	298	126	18	133	106	6	369	238	0	227	238	0
	Total (States)	859	652	54	977	950	67	806	535	25	675	631	34
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0
33.	Delhi	3	0	0	5	0	0	3	0	0	1	0	0
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0	0	0	0	0	0	0
	Total (UTs)	3	0	0	5	0	0	3	0	0	1	0	0
	Total (All-India)	862	652	54	982	950	67	809	535	25	676	631	34

Note: Information on disposal of police and courts includes the information on pending cases from previous years also

SOURCE:CRIME IN INDIA

S. No.	State/UT	2013					
		CR	CS	CV	PAR	PCS	PCV
1	2	15	16	17	18	19	20
1.	Andhra Pradesh	40	41	1	64	62	2
2.	Arunachal Pradesh	0	0	0	0	0	0
3.	Assam	129	84	4	129	84	4
4.	Bihar	193	85	6	202	118	13
5.	Chhattisgarh	44	25	0	32	32	0
6.	Goa	0	0	0	0	0	0
7.	Gujarat	0	3	0	2	3	0
8.	Haryana	0	0	0	0	0	0
9.	Himachal Pradesh	1	1	1	3	1	1
10.	Jammu and Kashmir	1	1	0	1	1	0
11.	Jharkhand	17	8	0	10	10	0
12.	Karnataka	71	30	0	49	34	0
13.	Kerala	15	8	0	14	4	0
14.	Madhya Pradesh	21	15	4	28	26	7
15.	Maharashtra	41	22	0	61	36	0
16.	Manipur	22	0	0	0	0	0
17.	Meghalaya	8	1	0	4	1	0
18.	Mizoram	0	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	0
20.	Odisha	79	26	1	54	52	1
21.	Punjab	1	0	0	0	0	0
22.	Rajasthan	54	30	0	34	34	0
23.	Sikkim	0	0	0	0	0	0
24.	Tamil Nadu	0	8	0	0	18	0
25.	Tripura	0	1	0	1	1	0
26.	Uttar Pradesh	0	0	1	0	0	2
27.	Uttarakhand	1	2	0	1	2	0
28.	West Bengal	486	311	0	377	359	0
Total (States)		1224	702	18	1066	878	30

1	2	15	16	17	18	19	20
29.	Andaman and Nicobar Islands	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0
33.	Delhi	0	0	0	0	0	0
34.	Lakshadweep	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0
Total (UTs)		0	0	0	0	0	0
Total (All-India)		1224	702	18	1066	878	30

Note: Information on disposal of police and courts includes the information on pending cases from previous years also

SOURCE:CRIME IN INDIA

*Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CV), Persons Arrested (PAR),  
Persons Chargesheeted (PCS) & Persons Convicted (PCV) Under Total Crime Committed under  
Child Trafficking^ (Sec. 373 IPC) During 2011-2013*

S. No.	State/UT	2011						2012					
		CR	CS	CV	PAR	PCS	PCV	CR	CS	CV	PAR	PCS	PCV
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	108	85	8	101	120	9	34	41	7	45	55	7
2.	Arunachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0
3.	Assam	142	52	1	142	52	1	122	98	1	122	98	1
4.	Bihar	185	264	13	438	463	20	60	32	11	54	49	15
5.	Chhattisgarh	16	14	0	18	18	0	13	15	4	18	18	2
6.	Goa	0	0	0	1	0	0	0	0	0	0	0	0
7.	Gujarat	4	3	0	3	3	0	19	10	2	26	25	3
8.	Haryana	4	2	0	5	5	0	0	0	0	0	0	0
9.	Himachal Pradesh	3	1	1	1	1	1	3	3	0	4	3	0
10.	Jammu and Kashmir	0	0	0	0	0	0	0	0	0	0	0	0
11.	Jharkhand	22	10	0	18	62	0	28	28	0	28	28	0

1	2	3	4	5	6	7	8	9	10	11	12	13	14
12.	Karnataka	9	14	2	8	15	2	45	14	0	18	18	0
13.	Kerala	9	8	0	7	7	0	10	9	0	11	13	0
14.	Madhya Pradesh	25	22	0.	47	47	17	26	27	3	43	43	11
15.	Maharashtra	42	49	1	102	90	1	37	26	0	79	68	0
16.	Manipur	0	0	0	0	0	0	17	0	0	0	0	0
17.	Meghalaya	0	0	0	0	0	0	0	0	0	0	0	0
18.	Mizoram	0	0	0	0	0	0	1	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	0	0	0	0	0	0	0
20.	Odisha	12	3	0	8	5	0	5	9	0	11	14	0
21.	Punjab	0	0	3	0	0	3	0	0	0	0	0	0
22.	Rajasthan	21	12	0	19	19	0	21	14	0	22	22	0
23.	Sikkim	0	0	0	0	0	0	0	0	0	0	0	0
24.	Tamil Nadu	0	0	0	0	0	0	28	0	0	41	0	0
25.	Tripura	5	27	4	23	29	19	0	0	0	0	0	0
26.	Uttar Pradesh	5	5	0	19	19	0	20	15	0	34	28	0
27.	Uttarakhand	0	0	0	0	0	0	7	3	0	4	3	0
28.	West Bengal	385	163	19	229	166	9	428	279	1	263	265	1
	Total (States)	997	734	58	1189	1121	82	924	623	29	823	750	40
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0
33.	Delhi	5	2	1	9	3	1	8	0	1	6	0	1
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0	0	0	0	0	0	0
	Total (UTs)	5	2	1	9	3	1	8	0	1	6	0	1
	Total (All-India)	1002	736	59	1198	1124	83	932	623	30	829	750	41

Note: Information on disposal of police and courts includes the information on pending cases from previous years also

SOURCE: CRIME IN INDIA

S. No.	State/UT	2013					
		CR	CS	CV	PAR	PCS	PCV
1	2	15	16	17	18	19	20
1.	Andhra Pradesh	42	42	1	69	64	2
2.	Arunachal Pradesh	0	0	0	0	0	0
3.	Assam	129	84	4	129	84	4
4.	Bihar	196	89	6	208	127	13
5.	Chhattisgarh	44	25	0	32	32	0
6.	Goa	0	0	0	0	0	0
7.	Gujarat	2	5	0	4	5	0
8.	Haryana	2	1	1	1	1	1
9.	Himachal Pradesh	1	1	1	3	1	1
10.	Jammu and Kashmir	1	1	0	1	1	0
11.	Jharkhand	24	14	0	16	16	0
12.	Karnataka	72	30	0	52	34	0
13.	Kerala	15	8	0	14	4	0
14.	Madhya Pradesh	24	18	6	34	32	12
15.	Maharashtra	56	36	0	92	70	0
16.	Manipur	22	0	0	0	0	0
17.	Meghalaya	8	1	0	4	1	0
18.	Mizoram	0	1	0	0	0	0
19.	Nagaland	0	0	0	0	0	0
20.	Odisha	79	26	1	54	52	1
21.	Punjab	1	0	0	0	0	0
22.	Rajasthan	55	31	0	38	38	0
23.	Sikkim	0	0	0	0	0	0
24.	Tamil Nadu	0	8	0	0	18	0
25.	Tripura	0	1	0	1	1	0
26.	Uttar Pradesh	0	2	4	0	2	8
27.	Uttarakhand	1	2	0	1	2	0
28.	West Bengal	556	379	0	456	470	0
Total (States)		1330	805	24	1209	1055	42

1	2	15	16	17	18	19	20
29.	Andaman and Nicobar Islands	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0
33.	Delhi	0	0	0	0	0	0
34.	Lakshadweep	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0
Total (UTs)		0	0	0	0	0	0
Total (All-India)		1330	805	24	1209	1055	42

Note: Information on disposal of police and courts includes the information on pending cases from previous years also

SOURCE: CRIME IN INDIA

\* Includes heads Buying of Girls for Prostitution + Selling of Girls for Prostitution + Procurement of Minor Girls

**Statement – II**

*State/UT Wise Provisional Data on Victims (Including Women and Children) Reported Trafficked and Rescued Under Human Trafficking During 2013*

S. No.	State/UT	Total Number of Victims Reported Trafficked (Total)	Number of Victims rescued (Total)	Total Number of Victims Reported Trafficked (Women)	Number of Victims rescued (Women)	Total Number of Victims Reported Trafficked (below 18 years)	Number of Victims rescued (below 18 years)	Data not received for the month
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	125	140	117	138	15	16	Jan, Feb, & Oct.
2.	Arunachal Pradesh	47	22	39	18	33	15	
3.	Assam	252	185	170	112	195	142	
4.	Bihar	0	0	0	0	0	0	July to Dec
5.	Chhattisgarh	218	212	80	78	111	109	
6.	Goa	0	0	0	0	0	0	Mar, Aug., Sept, Dec.
7.	Gujarat	46	30	27	13	46	30	

1	2	3	4	5	6	7	8	9
8.	Haryana							NR
9.	Himachal Pradesh	13	13	13	13	0	0	
10.	Jammu and Kashmir	0	0	0	0	0	0	
11.	Jharkhand							NR
12.	Karnataka	29	36	29	36	0	0	Mar. to Dec.
13.	Kerala	137	137	104	104	136	136	Dec.
14.	Madhya Pradesh	12	12	10	10	7	7	Jan to June, Nov., Dec.
15.	Maharashtra	691	719	606	637	160	158	Mar..
16.	Manipur	0	0	0	0	0	0	Except May
17.	Meghalaya	0	0	0	0			NR
18.	Mizoram	0	0	0	0	0	0	
19.	Nagaland	1	1	1	1	1	1	Mar.
20.	Odisha	707	545	491	348	380	264	
21.	Punjab							NR
22.	Rajasthan	1190	1104	305	220	1083	1038	Nov - Dec.
23.	Sikkim	0	0	0	0	0	0	
24.	Tamilnadu	769	769	414	414	386	386	
25.	Tripura	0	0	0	0	0	0	
26.	Uttar Pradesh	97	145	32	19	74	132	
27.	Uttarakhand	116	59	112	58	82	42	
28.	West Bengal							NR
TOTAL STATES		4450	4129	2550	2219	2709	2476	
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	
30.	Chandigarh	1	1	1	1	1	1	
31.	Dadra and Nagar Haveli	0	0	0	0	0	0	Oct., Dec.
32.	Daman and Diu	0	0	0	0	0	0	May, June, Oct to Dec.
33.	Delhi	891	891	139	139	848	848	Feb., July, & Sep,



1	2	3	4	5	6	7	8	9
34.	Lakshadweep	0	0	0	0	0	0	
35.	Puducherry	0	0	0	0	0	0	May
TOTAL UTs		892	892	140	140	849	849	
ALL INDIA TOTAL		5342	5021	2690	2359	355B	3325	

Note: Data is provisional

NR = Data Not received for 2013

2. Victims rescued during the month may be reported as missing in previous month(s).

### Consumer Fora

619. SHRI MOHITE PATIL VIJAYSINH  
SHANKARRAO:

SHRI RAJEEV SATAV:

SHRI DHANANJAY MAHADIK:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of cases filed in the National, State and District consumer fora along with the number of cases disposed of during each of the last three years and the current year;

(b) whether the number of cases filed and disposed in these fora has declined over the years; and

(c) if so, the details thereof and the reasons therefor along with the corrective measures taken by the Government to streamline/strengthen the consumer fora and to protect the interest of the consumers?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) : The details are given in the enclosed Statement.

(b) Yes, Madam.

(c) The reason for lesser number of cases is the increasing pro-consumer policies and grievance redressal mechanism set up by the Government, Voluntary Consumer Organisations and private companies for benefit of consumers.

### Statement

#### Year-Wise Filing & Disposal in National Commission & State Commissions

1	2011		2012		2013	
	Filed	Disposed	Filed	Disposed	Filed	Disposed
2	3	4	5	6	7	
National Commission	5099	4219	5116	4452	7223	6602
<b>States</b>						
Andhra Pradesh	1189	1133	1138	1039	1586	1467
Andaman and Nicobar Islands	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Arunachal Pradesh	1	1	2	5	4	5
Assam	73	53	68	354	63	419
Bihar	828	469	652	311	597	325

1	2	3	4	5	6	7
Chandigarh	537	737	576	598	825	874
Chattisgarh	815	758	878	717	695	491
Dadra and Nagar Haveli/Daman and Diu	0	0	0	0	N.A.	N.A.
Delhi	1166	1301	1744	1898	2173	1292
Goa	54	25	79	139	146	176
Gujrat	2422	2671	5589	3417	3365	6375
Haryana	1826	7202	1476	5983	1073	905
Himachal Pradesh	1357	1183	1452	2021	1584	1673
Jammu and Kashmir	260	280	327	411	N.A.	N.A.
Jharkhand	294	462	190	453	170	173
Karnataka	4405	4238	2446	2252	2054	3008
Kerala	991	1364	1036	921	1198	731
Lakshadweep	1	1	0	0	1	0
Madhya Pradesh	1986	1709	2557	2241	2759	1793
Maharashtra	2813	1738	2596	1135	3693	6043
Manipur	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Meghalaya	9	0	4	0	N.A.	N.A.
Mizoram	5	2	16	25	8	5
Nagaland	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Orissa	871	1192	1026	844	477	369
Pondicherry	20	19	41	36	14	8
Punjab	2056	1627	1912	2387	1636	3528
Rajasthan	3200	3155	2963	2247	2601	2312
Sikkim	2	3	2	1	N.A.	N.A.
Tamilnadu	1371	2014	957	770	914	683
Tripura	109	86	66	82	132	37
Uttar Pradesh	3497	4523	3698	3117	3572	4201
Uttarakhand	281	310	216	232	379	234
West Bengal	969	821	1827	1170	2520	1572
<b>TOTAL</b>	<b>33408</b>	<b>39077</b>	<b>35534</b>	<b>34806</b>	<b>34239</b>	<b>38699</b>

Note : 'N.A. means 'Not Available'.

*Year-Wise Filing & Disposal In District Forums*

States	2011		2012		2013	
	Filed	Disposed	Filed	Disposed	Filed	Disposed
1	2	3	4	5	6	7
Andhra Pradesh	5454	4003	4308	2688	3739	1149
Andaman and Nicobar Islands	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Arunachal Pradesh	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Assam	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Bihar	3013	3591	3852	2608	3730	2239
Chandigarh	2261	2420	3485	3537	2157	2165
Chattisgarh	2664	2047	2384	2382	1801	1785
Dadra and Nagar Haveli/Daman and Diu	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Delhi	9066	7801	9217	8017	N.A.	N.A.
Goa	141	125	173	220	208	294
Gujrat	8027	10484	7843	12010	8909	10003
Haryana	10985	11638	8899	9038	7714	10740
Himachal Pradesh	2298	1943	2060	2104	2024	2313
Jammu and Kashmir	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Jharkhand	1273	1070	1565	1037	1057	674
Karnataka	8272	9796	7917	7344	7703	6427
Kerala	5668	5840	6182	5728	6142	4770
Lakshadweep	4	6	3	Nil	2	
Madhya Pradesh	12394	10482	11106	11265	10430	11323
Maharashtra	12058	7654	10573	4047	9649	7795
Manipur	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Meghalaya	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Mizoram	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Nagaland	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Orissa	4393	4129	4162	2980	3240	2607
Pondicherry	64	27	50	4	56	17
Punjab	10063	8962	8645	8714	8417	10198

1	2	3	4	5	6	7
Rajasthan	18050	15056	24016	21301	22140	20879
Sikkim	23	17	13	18	N.A.	N.A.
Tamilnadu	3496	4523	3204	2267	3316	2498
Tripura	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Uttar Pradesh	25662	29654	23854	26708	26073	26060
Uttarakhand	1206	1083	1224	803	1430	1316
West Bengal	3283	3105	4386	4466	5896	5116
<b>TOTAL</b>	<b>149818</b>	<b>145456</b>	<b>149121</b>	<b>139286</b>	<b>135833</b>	<b>130368</b>

Note : 'N.A.' means 'Not Available'

### Employment in Agriculture

620. SHRI DUSHYANT CHAUTALA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether employment opportunities in the agriculture sector has declined in the country over the years;

(b) if so, the details thereof and the reasons therefor indicating the contribution of agriculture sector in creating job opportunities during each of the last three years and the current year;

(c) whether rural youths are not opting agriculture as a career and profession in the country;

(d) if so, the details thereof; and

(e) the measures taken/proposed to be taken by the Government to make agriculture a remunerative and attracting sector for rural youths?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) and (b) No, Madam. As per Census conducted by the Registrar General of India, the total number of agricultural workers in the country, comprising cultivators and agricultural labourers, increased from 234.1 million (127.3 million cultivators and 106.8 million agricultural labourers) in 2001 to 263.1 million (118.8 million cultivators and 144.3 million agricultural labourers) in 2011.

(c) and (d) According to NSSO data, the proportion of rural youth engaged in the agricultural sector has declined over the period 2004-05 to 2011-12, details of which are as under:

#### *Worker Population Ratio (WPR) in (ps+ss)\* of Rural Youth Engaged in Agricultural Sector (All-India)*

Year	WPR
2004-05	401
2009-10	303
2011-12	259

Note: For working out WPR, youths are deemed to be the persons belonging to the age group 15-29 years

\*ps: principal status, ss: subsidiary status

(e) Government has taken several steps to revitalize agriculture sector and improve the conditions of farming community on sustainable basis by increasing investment, improving farm practices, creating rural infrastructure and ensuring timely delivery of credit, technology and other inputs. Various Programmes/Schemes for the development of agriculture sector are being implemented. Also, Government fixes Minimum Support Price (MSP) of various agricultural commodities with a view to ensure that farmers get remunerative returns for their produce.

Under the Twelfth Five Year Plan, there is special focus on leveraging private investment in agriculture

sector and making markets more efficient and competitive.

[*Translation*]

#### **Tourists Inflow at Religious Sites**

621. SHRIMATI JAYSHREEBEN PATEL: Will the Minister of TOURISM be pleased to state:

(a) the total number of domestic and foreign tourists who visited various religious/pilgrimage sites in the country during each of the last three years and the current year, State/UT-wise;

(b) whether the Government proposes to formulate any scheme to provide better tourist facilities and incentives for health services at these places; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE

MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) The number of Domestic Tourist Visits (DTVs) and Foreign Tourist Visits (FTVs) to States/Union Territories (UTs), which includes the tourists visiting Religious/Pilgrimage sites, during 2011, 2012 and 2013 are given in the enclosed Statement. This information is not available for 2014. Ministry of Tourism does not compile the data of tourists visiting Religious/Pilgrimage sites separately.

(b) and (c) Development and promotion of tourism is primarily the responsibility of the State Governments/UT Administrations. However, the Ministry of Tourism provides Central Financial Assistance for tourism projects including religious/pilgrimage sites based on the projects prioritized in consultation with the State Governments/UT Administrations. The project proposals which are complete as per scheme guidelines are sanctioned and funds released subject to inter-se priority and availability of funds.

#### **Statement**

*The Number of Domestic Tourist Visits (DTVs) and Foreign Tourist Visits (FTVs) to States/Union Territories (UTs), which includes the Tourists Visiting Religious/Pilgrimage Sites, During 2011, 2012 and 2013*

S. No.	State/ UT	2011		2012		2013	
		Domestic	Foreign	Domestic	Foreign	Domestic	Foreign
1	2	3	4	5	6	7	8
1.	Andaman and Nicobar Islands	202221	15814	238699	17538	243703	14742
2.	Andhra Pradesh	153119816	264563	207217952	292822	152102150	223518
3.	Arunachal Pradesh	233227	4753	132243	5135	125461	10846
4.	Assam	4339485	16400	4511407	17543	4684527	17638
5.	Bihar	18397490	972487	21447099	1096933	21588306	765835
6.	Chandigarh	909904	37181	924589	34130	936922	40124
7.	Chhattisgarh	14320503	3973	15036530	4172	22801031	3886
8.	Dadra and Nagar Haveli	422265	1412	469213	1234	481618	1582
9.	Daman and Diu	832906	4484	803963	4607	819947	4814
10.	Delhi	15428865 j	2159925	18495139	2345980	20215187	2301395
11.	Goa	2225002	445935	2337499	450530	2629151	492322

1	2	3	4	5	6	7	8
12.	Gujarat	21017478	166042	24379023	174150	27412517	198773
13.	Haryana	5988062	130435	6799242	233002	7128027	228200
14.	Himachal Pradesh	14604888	484518	15646048	500284	14715586	414249
15.	Jammu and Kashmir	13071531	71593	12427122	78802	13642402	60845
16.	Jharkhand	10796286	72467	20421016	31909	20511160	45995
17.	Karnataka	84107390	574005	94052729	595359	98010140	636378
18.	Kerala	9381455	732985	10076854	793696	10857811	858143
19.	Lakshadweep	9424	567	4417	580	4784	371
20.	Madhya Pradesh	44119820	269559	53197209	275930	63110709	280333
21.	Maharashtra	55333467	4815421	74816051	2651889	82700556	4156343
22.	Manipur	134505	578	134541	749	140673	1908
23.	Meghalaya	667504	4803	680254	5313	691269	6773
24.	Mizoram	62174	658	64249	744	63377	800
25.	Nagaland	25391	2080	35915	2489	35638	3304
26.	Odisha	8271257	60722	9052871	64719	9800135	66675
27.	Puducherry	897896	52298	981714	52931	1000277	42624
28.	Punjab	16416638	150958	19056143	143805	21340888	204074
29.	Rajasthan	27137323	1351974	28611831	1451370	30298150	1437162
30.	Sikkim	552453	23602	558538	26489	576749	31698
31.	Tamil Nadu	137512991	3373870	184136840	3561740	244232487	3990490
32.	Tripura	359515	6046	361786	7840	359586	11853
33.	Uttar Pradesh	155430364	1887095	168381276	1994495	226531091	2054420
34.	Uttarakhand	25946254	124653	26827329	124555	19941128	97683
35.	West Bengal	22256968	1213270	22730205	1219610	25547300	1245230
Total		864532718	19497126	1045047536	18263074	1145280443	19951026

[English]

### Impact of Insurgency

622. SHRI P KARUNAKARAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has made any study/assessment with regard to the impact of insurgency in various parts of the country;

(b) if so, the details thereof along with the loss of human lives and property during each of the last three years and the current year, State-wise; and

(c) the measures taken by the Government to deal with the problem of insurgency in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) The Institute of Defence Studies and Analysis (IDSA) has been

sponsored by the Ministry of Home Affairs to prepare policy papers on the measures to deal with Left Wing Extremism/Naxalism.

(b) The range of insurgency and the challenges on internal security is categorised into the broad categories of Jammu and Kashmir, North Eastern States, Left Wing Extremism affected States and the hinterland of the country. The details of the loss of human lives during the each of the last three years and the current year on these categorized areas is given as Statement. However, the loss of property due to insurgency cannot be quantified.

(c) Central Government has deployed Central Armed Police Forces (CAPF) to help the State Authorities in carrying out counter insurgency operations and providing security for vulnerable institutions and installations. The Central Government has also been sharing intelligence with the State Governments on a continuous basis and has been giving financial assistance for strengthening of the local police forces and intelligence agencies under the Police Modernization Scheme; and assistance for strengthening various aspects of the security apparatus and counter-insurgency operations, by way of reimbursement of security related expenditure under the Security Related Expenditure (SRE) Scheme. Central Government has also been assisting the States for rising of additional forces in the form of India Reserve Battalions. Vigilance and surveillance on the border has been strengthened. The Security Forces along the border have been patrolling the border areas regularly and they have been suitably sensitized regarding arms smuggling by the insurgents.

#### Statement

*The Details of Loss of Lives During each of the Last Three Years and the Current Year:*

##### i) Jammu and Kashmir

Year	No. of SFs Killed	No. of Civilians killed
1	2	3
2011	33	311
2012	15	15
2013	53	15

1	2	3	
2014 (upto 1st June)	12	12	
ii) North-Eastern States			
2011	32	70	
2012	14	97	
2013	18	107	
2014 (upto 30th June)	12	198	
iii) LWE effected States			
Year	No. of SFs Killed	No. of Civilians killed	
2011	142	469	
2012	114	301	
2013	115	282	
2014 (upto 30th June)	60	119	
iv) Hinterland of the country			
Sl. No.	Incidents	No. of Persons killed	No. of persons injured
1	2	3	4
2011			
1.	25.05.2011 Bomb blast in parking place outside High Court, New Delhi	Nil	Nil
2.	13.07.2011 Serial bomb blasts in Mumbai	27	127
3.	7.9.2011 Bomb Blast at Delhi High Court	15	79
2012			
4.	13.2.2012		

1	2	3	4
	Blast in a car of Embassy of Israel	Nil	4
5.	1.8.2012		
	Serial Bomb Blast in Pune	Nil	1
2013			
6.	21.02.2013		
	Twin Bomb Blast in Hyderabad	18	131
7.	17.04.2013		
	Bomb Blast in Bengaluru	Nil	16
8.	07.07.2013		
	Bomb Blasts in BodhGaya	Nil	2
9.	27.10.2013		
	Serial Bomb Blasts in Patna	6	89
2014			
10.	01.05.2014		
	IEDs explosion in Train No. 12509 (Bangalore-Guwahati Express) bound for Guwahati	1	14

**Surplus Stock of Sugar**

623. SHRI RAJU SHETY: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the sugar industry in the country is facing a problem of surplus stock of sugar and if so, the details thereof indicating the production, demand and stock of sugar during each of the last three years and the current year along with the remedial measures taken in this regard; and

(b) whether any incident of incentivising export and import of sugar simultaneously on account of errors in statistical reporting has been noticed during the said period and if so, the details thereof indicating the incentives provided for the said exports and imports?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) The production of sugar in the country during last three sugar seasons as well as estimated production during current sugar season 2013-14 has been more than the domestic demand/consumption. The production, domestic demand/consumption and surplus stocks of sugar during the last three sugar seasons and estimates for the current sugar season 2013-14 are as under:-

Sugar Season(Oct.-Sept.)	2010-11	2011-12	2012-13 (Prov.)	2013-14 (Prov.) (Upto 31st May, 2014)
Production (In Lac MT)	243.50	263.43	251.83	242.27
Demand/Consumption (In Lac MT)	208.00	227.25	230.00	240.00
Surplus Production over Demand (In Lac MT)	35.50	36.18	21.83	2.27
Estimated Closing Stocks (In Lac MT)	58.19	66.96	91.09	67.40



Keeping in view the estimated availability and demand/consumption of sugar, prices of sugar in the domestic as well as international market, the Government allowed export under Open General Licence (OGL) on the strength of release orders issued by the Directorate of Sugar till May, 2012. Thereafter, export of sugar is free subject to prior registration of quantity with the Directorate General of Foreign Trade (DGFT). The export of sugar has been allowed to reduce the surplus sugar stocks and improve the liquidity of the sugar mills enabling them to pay the cane price including cane price arrears to the farmers.

(b) No, Madam.

#### **Food Clusters**

624. SHRIMATI MAUSAM NOOR: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government is planning to develop a food map to indentify food clusters across the country and if so, the details thereof;

(b) whether the Government has conducted any study to identify such areas and if so, the details thereof;

(c) whether the Government proposes to give special package for historically important food clusters such as mango harvesting and processing in West Bengal;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) No, Madam. According to the information received from Ministry of Micro, Small and Medium Enterprises (MSME), they have set up common facility centres in 6 States for different products/items in Clusters under Micro & Small Enterprises - Cluster Development Programme (MSE-CDP) of MSME. The details are given in the enclosed Statement.

(b) No, Madam.

(c) No, Madam.

(d) and (e) Do not arise.

#### **Statement**

##### *List of Common Facility Centres Set up in Similar Areas Across the Country Under MSE-CDP*

S. No.	State	Status	Name of the Cluster and location	Implementing Agency
1.	Goa	Completed	Cashew Cluster, Goa	Goa Khadi and Village Industry Board, Goa
2.	Karnataka	Completed	Food Processing Cluster, Gulbarga	Karnataka Council for Technology Up-gradation (KCTU), Bangalore.
3.	Kerala	Completed	Rice Mill Cluster, Kalady, Ernakulam	Kerala Bureau of Industrial Promotion (KBIP), Thiruvananthapuram
4.	Maharashtra	Completed	Raisin Making Cluster, Sangli	MIDC, Govt. of Maharashtra
5.	Odisha	Completed	Rice Mill Cluster at Bargarh, Sambalpur	OSIDC Ltd., Govt, of Odisha
6.	Tamil Nadu	Completed	Starch and Sago Cluster at Salem and Namakkal	Sago and Serve, Salem

### Allocation Under PDS

625. SHRI NISHIKANT DUBEY: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether complaints have been received indicating that the States are not being provided various items under Public Distribution System (PDS) as per their entitlement;

(b) if so, the details thereof and the reasons therefor indicating the entitlement and actual supply of PDS items during each of the last three years and the current year, items and State-wise; and

(c) the corrective measures taken to ensure that States are provided these items as per their entitlement?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) to (c) : Under existing Targeted Public Distribution System (TPDS), States/Union Territories(UTs) are being provided allocation of foodgrains @ 35kg per family per month to the Below Poverty Line (BPL) [including Antyodaya Anna Yojana (AAY)] families and @ 15-35kg per family per month to Above Poverty Line (APL) families as per their entitlement. The States/UTs who have implemented National Food Security Act (NFSA) are allocated foodgrains under TPDS @ 5 kg per person per month belonging to priority category and 35 kg per family per month for AAY as per their entitlement under the Act.

### Developing Pinjore and Morni Hills

626. SHRI RATTAN LAL KATARIA: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has formulated any plan to develop the Pinjore and Morni Hills of Panchkula in Haryana to encourage tourism; and

(b) if so, the details thereof along with the steps taken to develop/protect the 'tals' located in Morni?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) and (b) Development and promotion of tourism is primarily undertaken by the State Governments/Union Territory Administrations. However, Ministry of Tourism

(MoT) provides Central Financial Assistance (CFA) for tourism projects, which are complete as per scheme guidelines and identified in consultation with the State Government/Union Territory subject to availability of funds.

The State Government of Haryana has informed that the area of Pinjore and Morni hills of Panchkula including tals have been developed as tourist centers with the CFA for various tourism projects as under :-

(Rs. in lakh)		
S. No.	Name of the Project	Amount sanctioned
1.	Development of Morni Hills and Tikkar Taal (2003-04)	170.76
2.	Preservation and Restoration of old monuments at Yadindra Gardens Pinjore, Distt. Panchkula (2004-05)	403.69
3.	Integrated Development of Panipat-Kurukshetra-Pinjore Circuit (2006-07)	1630.03
4.	Development of Eco-tourism in Morni Pinjore Hills and Sultanpur National Park (2007-08)	329.00
5.	Development of Morni Hills Tikkar Taal in Haryana (2007-08)	474.50
6.	Panipat-Kurukshetra-Pinjore Circuit (Phase-II) (2008-09)	1545.22

[Translation]

### Construction of Mini-Stadia

627. SHRIMATI RAMA DEVI: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has formulated any scheme for construction of mini-stadia in each district in the country;

(b) if so, the details thereof along with the norms stipulated in this regard and if not, the reasons therefor;

(c) the details of districts selected under the scheme including Pali in Rajasthan and Sheohar in Bihar; and

(d) the time by which such stadia are likely to be constructed?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI: SARBANANDA SONOWAL): (a) and (b) The Central Government is implementing a Scheme named as Rajiv Gandhi Khel Abhiyan (RGKA) under which it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines. Details of the RGKA Scheme are placed at Statement.

(c) and (d) The RGKA Scheme became operational w.e.f. the financial year 2014-15 and proposals for construction of the sports complexes are being obtained from the States/UTs.

#### **Statement**

##### *Details of the RGKA Scheme*

Under the RGKA scheme, it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines, on land measuring about six - seven acres at a cost of Rs. 80 lakh each (Total Rs. 1.60 crore) There is also provision of Rs. 15 lakh for sports equipment to be provided by Ministry of Youth Affairs and Sports. It is proposed to have sporting facilities for both indoor and outdoor disciplines.

All the 6545 blocks in 634 districts will be covered in a phased manner over a period of 5 years. Funds for construction of the block level sports complex will be converged from different schemes such as Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA); Backward Regions Grant Fund (BRGF); Non Lapsable Central Pool of Resources (NLCP - Central); Additional Central Assistance (ACA) for the Left Wing Extremism (LWE) affected districts, of the Ministries of Rural Development, Panchayati Raj, Development of North Eastern Region (DONER) and Planning Commission respectively with RGKA.

Three Sports Trainers (one Master Sports Trainer and two Sports Trainers, out of serving Physical Education Teachers) will be engaged in each block level sports complex for training of sports persons. They will be given suitable honorarium in addition to their normal salaries received from respective school/college,

Annual Sports competitions viz., Rural Sports Competitions, Women Sports Competitions, North-East

Games and Special Area Games (for LWE affected regions) shall be held under RGKA upto the National level. The grants for holding the above competitions have also been enhanced.

[English]

#### **Talent Search for National Sports**

628. SHRIMATI POONAMBEN MAADAM: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has formulated any scheme to identify potential talents in various disciplines of sports at the National level through competent coaches in the training centres of Sports Authority of India;

(b) if so, the details thereof;

(c) whether talented persons from poor families and hailing from villages are also covered under the scheme and if not, the reaction of the Government thereto;

(d) the number of talented sportspersons identified/benefited under the said scheme during the last three years, State-wise and sports discipline-wise; and

(e) The steps taken by the Government to encourage such players?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) Yes, Madam.

(b) At present Sports Authority of India (SAI) is implementing the under mentioned Schemes for identification and nurturing of talent as also for promotion and development of sports in the country.

- National Sports Talent Contest Scheme (NSTC)
- Army Boys Sports Company (ABSC)
- Special Area Games (SAG)
- SAI Training Center (STC)
- Centre of Excellence (COX)

Brief details of the schemes are at Statement-I

(c) Yes, Madam.

(d) Details of the beneficiaries under various schemes of SAI are placed at Statement-II

(e) Under various schemes of SAI, assistance is provided to the trainees for boarding, lodging, equipment, sports kit, stipend, competition exposure, etc.

#### Statement – I

A brief outline of schemes implemented by SAI for spotting and nurturing of sports talent and promotion of sports in the country is as under: -

##### (i) National Sports Talent Contest Scheme (NSTC)

The National Sports Talent Contest Scheme was launched during 1985 with the objective to provide an opportunity to talented youngsters and budding sportspersons in the age group of 8-14 years (Sub-Junior) to play and study in school environment, who on reaching the optimum age can be encouraged to join the system of higher level training for competitive sports. Under the scheme, the schools which have good sports infrastructure are adopted. Each adopted school in addition to getting the services of coaches for imparting training to the trainees gets financial assistance for purchase of consumable sports equipment. The selection of trainees under the above scheme is done on the basis of potential and performance. Selected trainees are admitted to schools on a non-residential basis. However, in exceptional cases, the trainees are admitted to the schools on residential basis also. 60 schools, 16 Navodaya Vidyalayas and 38 akharas have been adopted under the scheme.

##### (ii) Army Boys Sports Company (ABSC)

The Army has joined hands with the Sports Authority of India to nurture and groom talented boys in the age group of 8 to 14 years and also provide job security because all the trainees are entitled to an assured career in the Armed Forces. The selection of trainees under the above scheme is done on the basis of performance and potential assessed through a battery of

tests. There are 15 ABSCs in which more than 1000 boys are being trained.

##### (iii) SAI Training Centre Scheme (STC)

The main objective of the scheme is to train talented / meritorious young sports-persons in the age group of 12-21 years (Sub-Junior/Junior) (the age could be relaxed in specific cases based on merit). The scheme aims to provide in-house coaching, training and nutritional support to sportspersons who have attained advanced levels of sports proficiency (Medal Winners in

District / State or National level Competitions. The trainees are admitted into the scheme on residential and non-residential basis. There are 74 STCs with around 7400 trainees.

##### (iv) Special Area Games Scheme (SAG)

The focus of the SAG Centres is on indigenous games and spotting and nurturing talent in specific disciplines in tribal, coastal and hilly areas, and grooming the same scientifically to achieve excellence in the related modern competitive games and sports. The SAG Centres are fully funded by SAI, but land has to be provided by the State Governments or other institutions like universities, etc. There are 21 SAG Centres covering 1800 trainees.

##### (v) Centres of Excellence (COX)

Scheme of Centres of Excellence (COX) is for training of elite athletes in the age group 17-25 years, at the Regional Centres of SAI for nearly 200 days in a year for preparation for International competitions. The trainees are provided with state of art facilities, equipment and scientific back up along with specialized training. The scheme has both residential and non-residential options. SAI is running 12 Centres of Excellence in which nearly 300 trainees are being trained

#### Statement – II

Strength of Trainees Under Various Schemes of SAI (in April'2014)

S. No.	Name of the Schemes	No. of Centres	No. of Trainees (Residential)			No. of Trainees (Non-Residential)			Total Strength
			Boys	Girls	Total	Boys	Girls	Total	
1	2	3	4	5	6	7	8	9	10
1.	NSTC School	14	00	0	0	355	176	531	531
i)	IGMA	10	0	0	0	85	54	139	139

1	2	3	4	5	6	7	8	9	10
ii)	Akharas	32	0	0	0	339	25	390	390
2.	Army Boys Sports Companies	18	1049	0	1049	0	0	0	1049
3.	SAI Training Centre(s)	56	3102	1205	4307	705	382	1087	5394
4.	Special Area Games	19	882	638	1520	79	77	156	1676
	Ext. Centre of STC/SAG	70	0	0	0	775	408	1183	1183
5.	Centre of Excellence	15	280	263	543	08	05	13	556
TOTAL:		234	5313	2106	7419	2372	1127	3499	10918
			Boys		Girls				
GRAND TOTAL:			7685		3233		10918		

#### Instruction to Use Hindi

629. SHRI C.N. JAYADEVEN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Ministry of Home Affairs has recently issued any instruction to Government Departments to use Hindi compulsorily in their social media communications; and

(b) if so, the details thereof and the reaction of the Government to the concern expressed by the people in the non-Hindi speaking States of South India?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) The Department of Official Language issues circulars from time to time for implementation of official language policy as per the Official Languages Act, 1963 and Official Languages Rules, 1976. In compliance to the same, D.O. No. 12015/13/2013-OL(Tech) dated 17.09.2013 has been issued.

In continuation of the same, O.M. No. 12019/03/2014-O.L.(Deposited) dated 10.03.2014 has been issued to all Central Government Ministries /

Departments / Subordinate Offices / Undertakings / Corporations / Banks and officials of Government of India to use Official Language Hindi or bilingual (Hindi and [English]) on official accounts of social media. It was also requested to issue necessary directions to all the attached/subordinate offices/undertakings etc. located in 'A' Region i.e. Uttar Pradesh, Uttarakhand, Himachal Pradesh, Madhya Pradesh, Chhattisgarh, Bihar, Jharkhand, Rajasthan, Haryana, Delhi and UTs of Andaman & Nicobar islands.

In compliance of the above Ministry of Home Affairs issued circular No 11020/01/2013-Hindi dated 27th May, 2014.

From the above, it is quite clear that the circular issued by the Ministry of Home Affairs was applicable only to Central Government offices and employees working in Region 'A' and the same is not applicable to State Governments.

The issuing of this circular is a part of routine official work. Hence, there appears no cause of apprehension for people in the non-Hindi speaking States.

[Translation]

**Police Stations in Naxal Affected States**

630. SHRI JAI PRAKASH NARAYAN YADAV: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government has decided to construct 400 fortified police stations in the left wing extremism affected States of the country;

(b) if so, the details of the districts in the said States where such police stations have been constructed or proposed to be constructed, State-wise;

(c) whether the Government has received any proposal from Bihar for construction of such police stations in several districts viz., Banka, Munger, Bhagalpur and Jamui in the State; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) Yes, Madam. The Ministry of Home Affairs is implementing a Scheme namely, 'Construction/Strengthening of Fortified Police Stations' in the Left Wing Extremism (LWE) affected States. Under this scheme, 400 Police Stations would be constructed in the 10 LWE affected States @ Rs. 2.00 crore per police station on 80:20 (Centre share: State share). As per information received from the LWE affected States, 69 Police Stations have been constructed as on 27.06.2014, out of 400 allocated Police Stations. The details of districts of 10 LWE affected States where these Police Stations have been constructed or proposed to be constructed are given in the enclosed Statement.

(c) and (d) The Union Government has received a proposal from Bihar for construction of 04 fortified police stations in Jamui district and 01 fortified police station in Munger district under the existing Scheme of 'Construction/Strengthening of Fortified Police Stations' in the 10 Left Wing Extremism (LWE) affected States. However, the Government has not received any proposal from Bihar for construction of fortified police stations in Bhagalpur and Banka districts of the State under the aforesaid Scheme.

**Statement**

Details of Districts of 10 LWE Affected States where Police Stations have been Constructed or Proposed to be Constructed under the Scheme viz. 'Construction/Strengthening of Fortified Police Stations

State	PSs Allocated	District	No. of Police Stations
1	2	3	4
Andhra Pradesh	16	East Godavari	04
		Visakhapatnam	03
		Vizianagaram	01
		Kurnool	01
		Ananthpur	04
		Guntur	03
		Total	16
Bihar	85	Jamui	04
		Rohtash	05
		Kaimur	04
		Bhojpur	07
		Gaya	12
		Nawada	03
		Aurangabad	04
		Arwal	01
		Sitamarhi	07
		Nalanda	13
		Patna	03
West Champaran	11		
East Champaran	10		
Munger	01		
		Total	85
Chhattisgarh	75	Bijapur	16
		Sukma	11
		Narayanpur	04

1	2	3	4
		Bastar	03
		Kanker	03
		Rajnandgaon	12
		Sarguja	03
		Koria	04
		Jashpur	04
		Dantewada	02
		Surajpur	05
		Balrampur	05
		Kondagaon	03
		Total	75
Jharkhand	75	Simdega	01
		West Singhbhum	11
		East Singhbhum	09
		Deoghar	02
		Saraikela	04
		Dumka	01
		Latehar	01
		Palamu	10
		Bokaro	08
		Hazaribagh	07
		Giridih	05
		Chatra	02
		Garhwa	07
		Ranchi	01
		Dhanbad	02
		Gumla	02
		Lohardaga	02
		Total	75
Maharashtra	10	Gadchiroli	07
		Gondia	02
		Chandrapur	01

1	2	3	4
		Total	10
Madhya Pradesh	12	Balaghat	12
		Total	12
Odisha	70	Malkanagiri	06
		Koraput	07
		Rayagada	06
		Nowarangpur	05
		Gajapati	01
		Kandhamal	03
		Ganjam	04
		Keonjhar	06
		Mayurbhanj	04
		Sundargarh	05
		Rourkela	05
		Sambalpur	02
		Jaipur	03
		Dhenkanal	02
		Nuapada	05
		Gajapati	02
		Deogarh	01
		Nayagarh	01
		Behrampur	01
		Bargarh	01
		Total	70

[English]

#### Ceasefire Violations at Indo-Pak Border

631. SHRI ASADUDDIN OWAISI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the cases of ceasefire violations reported along the Indo-Pak border and the number of security personnel/civilians injured or killed in the said incidents during the current year;

(b) whether the Government has taken up the matter with the Pakistani Government in this regard;

(c) if so, the reaction of the Pakistan Government thereto;

(d) whether there is any proposal to demilitarize the Indo-Pak border; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) The cases of ceasefire violations have been reported along the Indo-Pak border mainly on the border of Jammu and Kashmir. In the year 2014 (Upto 11th July), there have been 42 ceasefire violations along the Line of Control (LoC) and International Border (IB) under the operational control of Army in Jammu and Kashmir. As per report, no security personnel/civilian injured or martyred during these ceasefire violations.

(b) and (c) India has repeatedly emphasized, including at the highest level, the need for Pakistan to uphold the sanctity of the Line of Control and abide by its ceasefire commitment of 2003 along the international border and Line of Control.

All violations of ceasefire are also taken up with Pakistan military authorities at the appropriate level through the established mechanism of hotlines, flag meetings as well as weekly talks between the DsGMO. These incidences however have been denied by the Pakistan military authorities.

(d) and (e) No, Madam. However, under the Simla Agreement of 1972, India is committed to resolve all outstanding issues with Pakistan including the issue of Pakistan's forcible and illegal occupation of Jammu and Kashmir through a peaceful bilateral dialogue.

#### **Remand Homes**

632. SHRI BADRUDDIN AJMAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has taken note of the pathetic condition of remand homes and non-availability of basic facilities/infrastructure to the convicts staying therein;

(b) if so, the details thereof;

(c) the total number of remand homes for women and children in the country, State/UT-wise; and

(d) the action being taken by the Government to improve the condition of these homes?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) As per the Prisons Act, 1894, there are no remand homes for convicts in the country and instead they are lodged in correctional Homes/Jails. As per National Crime Records Bureau at the end of 2012 there were 1394 jails in the country which included 127 central jails, 340 district jails, 806 sub jails, 20 women jails, 46 open jails, 21 Borstal school, 31 special jails and 3 other jails. The Government of India has initiated a number of steps for Prison Reforms in the country which includes a centrally sponsored scheme for modernization of prisons (2002-07) implemented in 27 States with an outlay of Rs. 1800 crores on sharing basis of 75:25 between Centre and States for construction of 125 new jails, 1579 additional barracks in existing prisons and 8658 staff quarters. In addition 13th Finance commission has also allocated Rs. 609 crores for the period 2011-2015 to 8 States- Andhra Pradesh, Arunachal Pradesh, Chhattisgarh, Odisha, Maharashtra, Mizoram, Kerala and Tripura for upgradation of prisons in these states. "Prisons" is a State subject under Entry 4 of List II of the Seventh Schedule to the Constitution, and Prison Administration is primarily the responsibility of the State Governments.

(c) and (d) As per information received from the Ministry of Women and Child Development, they are not running any remand homes nor providing any financial assistance to the States/UTs for running remand homes. However the Ministry of Women and Child Development is providing financial assistance to States/UTs for setting up and maintenance of Special Homes and Observation Homes for juveniles in conflict with law under a centrally sponsored scheme, namely, Integrated Child Protection Scheme (ICPS). The State/UT-wise number of various types of Homes, including Special Homes and Observation Homes, provided financial assistance under ICPS is as per the enclosed statement.



**Statement**

*The state U.T. Wise Number of Varous Types of Homes Including Speeial homes and Obsecation Homes Provided Financial Assistance under ICPS*

S. No.	State/UT	Institutional Care (Homes)
1	2	3
1.	Andhra Pradesh	105
2.	Arunachal Pradesh	1
3.	Assam	35
4.	Bihar	20
5.	Chhattisgarh	29
6.	Goa	-
7.	Gujarat	54
8.	Haryana	22
9.	Himachal Pradesh	22
10.	Jammu and Kashmir	-
11.	Jharkhand	16
12.	Karnataka	77
13.	Kerala	24
14.	Madhya Pradesh	44
15.	Maharashtra	86
16.	Manipur	19
17.	Meghalaya	38
18.	Mizoram	40
19.	Nagaland	26
20.	Odisha	156
21.	Punjab	19
22.	Rajasthan	80
23.	Sikkim	5
24.	Tamil Nadu	243
25.	Tripura	13
26.	Uttar Pradesh	64

1	2	3
27.	Uttarakhand	15
28.	West Bengal	61
29.	Andaman and Nicobar Island	-
30.	Chandigarh	2
31.	Dadra and Nagar Haveli	-
32.	Daman and Diu	1
33.	Delhi	25
34.	Lakshadweep	0
35.	Puducherry	27
Total		1369

**Development of Cultural Centre**

633. SHRI GANESH SINGH: Will the Minister of CULTURE be pleased to state:

(a) whether the Government has formulated any scheme for the development of cultural centre in the country;

(b) if so, the sites in Madhya Pradesh which have been provided financial assistance so far;

(c) whether the Government proposes to provide assistance for the three days programme celebrated by the State Government in memory of Baba Alauddin Khan;

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

(e) whether the Government is aware that new musical instruments like "Jal Tarang" had been discovered/developed in Maihar based music school of Baba Alauddin Khan; and

(f) if so, the details thereof and the effective steps taken/proposed to be taken by the Government to preserve/revive the said art?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) and (b) The Government has set up seven Zonal Cultural Centres (ZCCs). The State of Madhya

Pradesh falls in the jurisdiction of both the North Central Zone Cultural Centre, headquartered at Allahabad and South Central Zone Cultural Centre, headquartered at Nagpur. As such, there is no proposal to set up any zonal cultural centre in Madhya Pradesh.

Under Tagore Cultural Complexes Scheme, financial assistance is granted to State Governments / UTs Administration and not-for-profit cultural organizations for (i) construction of new Tagore Cultural Complexes (ii) Renovation/ Repair/Modernization/ Upgradation of existing Rabindra Bhavans, Rangshalas, Sadans, Multipurpose Cultural Complexes (MPCC) etc. (iii) completion of approved/ ongoing MPCC projects. Under this scheme, financial assistance has been provided to the following Projects under erstwhile Multipurpose Cultural Complexes Scheme (MPCC) and existing Tagore Cultural Complexes Scheme in the State of Madhya Pradesh

- (i) Rewa (under erstwhile MPCC Scheme)
- (ii) Gwalior (under erstwhile MPCC Scheme)
- (iii) Jabalpur (under erstwhile MPCC Scheme)
- (iv) Ujjain (under erstwhile MPCC Scheme)
- (v) Bhopal (under Tagore Cultural Complexes Scheme)

Apart from this, Sangeet Natak Akademi is operating a scheme of Financial Assistance to Cultural Institutions in the field of Performing Arts.

(c) and (d) : No proposal has been received from the State Government of Madhya Pradesh in this regard.

(e) Yes, Madam

(f) The Sangeet Natak Akademi has presented 'Jal Tarang' recitals on several occasions. However, there is no specific proposal for preservation of 'Jal Tarang'.

[English]

#### **Facilities to Farmers**

634. SHRI MEKAPATI RAJA MOHAN REDDY: Will the Minister of AGRICULTURE be pleased to state:

(a) the nature of facilities and benefits being provided free of cost to the farmers of the country including toll free numbers;

(b) whether these facilities/benefits are provided to all the States including Punjab;

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

(d) the steps taken by the Government to spread awareness amongst farmers to avail such facilities?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) The nature of facilities and benefits being provided to the farmers of the country free of cost include support in the form of training, demonstrations, exposure visits, exhibitions and fairs, information delivery through the programmes of Doordarshan and All India Radio, provision of toll free numbers at the Kisan Call Centres to respond to farmers' queries, ICT enabled services in the form of portals & web-based applications, SMS services etc.

(b) and (c) These facilities/benefits are provided to the farmers from all the States and UTs including Punjab. State-wise details of activities under Extension Reforms and location of Kisan Call Centres have been given in the enclosed Statement-I and II. A network of 638 Krishi Vigyan Kendras (KVKs) has been created in all the States and UTs of Andaman & Nikobar, Lakshadweep and Puducherry in the country for the benefit of farmers.

(d) Awareness of these facilities/benefits is carried under various mass media and publicity initiatives under different programmes as detailed at the enclosed Statement-III

**Statement – I**

*Farmer Oriented Activities Organised by ATMA (Extension Reforms) During 2013-14*

S. No.	STATE	EXPO-VISIT		TRAINING		DEMO.		KISAN MELAS		TOTAL	
		M	F	M	F	M	F	M	F	M	F
1	2	3	4	5	6	7	8	9	10	11	12
1.	Andhra Pradesh	6339	4858	34155	18292	7291	3126	48233	25973	96018	52249
2.	Bihar	0	0	0	0	0	0	35744	0	35744	0
3.	Chhatisgarh	4822	618	24774	3210	14909	15340	18686	6879	63191	26047
5.	Gujarat	49052	21111	95594	30108	28519	10745	132617	49084	305782	111048
6.	Haryana	16640	3004	9603	1447	916	401	2540	185	29699	5037
7.	H.P	4798	2056	8732	3735	0	0	22641	9734	36171	15525
8.	Jammu and Kashmir	0	0	0	0	0	0	0	0	0	0
9.	Jharkhand	19799	5764	22844	7290	25942	6394	43421	13143	112006	32591
10.	Karnataka	37074	11638	27778	8859	5662	1957	111879	57877	182393	80331
11.	Kerala	22029	9709	45342	27343	2925	2088	147669	95237	217965	134377
12.	Maharashtra	104268	44687	26174	11217	23893	10241	13715	5878	168050	72023
13.	Madhya Pradesh	29254	9728	42304	9688	12139	2421	68273	3434	151970	25271
14.	Odisha	8390	4935	35440	20425	26217	12133	104460	72140	174507	109633
15.	Punjab	35673	1185	25403	2207	13371	795	60238	2970	134685	7157
16.	Rajasthan	24899	5597	48719	16733	32027	10301	95863	20760	201508	53391
17.	Tamil Nadu	35943	13022	45570	19680	8225	3525	52163	22284	141901	58511
18.	Uttar Pradesh	24339	4673	45223	20242	33233	13937	133663	65087	236458	103939
19.	Uttarakhand	9676	2793	12077	4293	7086	982	11010	4378	39849	12446
20.	West Bengal	4366	1553	39389	21585	68684	0	26427	12223	138866	35361

1	2	3	4	5	6	7	8	9	10	11	12
21.	Assam	1137	343	2358	548	852	245	1700	535	6047	1671
22.	Arunachal Pradesh	2633	1540	0	0	2500	1500	33650	16890	38783	19930
23.	Manipur	1617	693	1575	675	0	0	2200	943	5392	2311
24.	Meghalaya	51	58	500	670	0	0	45	80	596	808
25.	Mizoram	620	240	2372	1013	1820	780	3250	1400	8062	3433
26.	Nagaland	13015	5664	13992	5352	1639	0	52015	156	80661	11172
28.	Sikkim	1100	733	4338	1288	0	0	0	0	5438	2021
30.	Puducherry	363	7	938	136	0	0	599	41	1900	184
31.	Andaman and Nicobar	502	196	1434	490	878	390	4112	1580	6926	2656
Total		458399	156405	616628	236526	318728	97301	1226813	488891	2620568	979123

M= Number of male farmers, F= Number of female

**Statement – II***Location of Kisan Call Centres (KCCS) Currently Operational in the Country and the Area of Coverage (States/UTs Covered By Each KCC)*

S. No	Location of Kisan Call Centre	Area of Coverage (States/UTs Covered by each Kcc)
1.	HYDERABAD	Andhra Pradesh
2.	PATNA	Bihar, Jharkhand
3.	Jaipur	Rajasthan and Delhi
4.	Ahmadabad	Gujarat, Daman and Diu, Dadra 8b Nagar Haveli
5.	Chandigarh	Punjab, Haryana, Himachal Pradesh and UT of Chandigarh
6.	Jammu	Jammu and Kashmir
7.	Bengaluru	Karnataka, Kerala & Lakshadweep
8.	Jabalpur	Madhya Pradesh & Chhattisgarh
9.	Pune	Maharashtra and GOA
10.	Coimbatore	Tamil Nadu, Andaman & Nicobar Islands and Puducherry
11.	Kanpur	Uttar Pradesh and Uttarakhand
12.	Kolkata	West Bengal
13.	Guwahati	Assam, Arunachal Pradesh, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim, Tripura
14.	Bhubaneswar	Odisha

**Statement – III**

Steps taken by the Government to spread awareness amongst farmers to avail free of cost facilities/benefits under different Schemes / Programmes

A multi-tiered extension strategy has been adopted under various schemes and Programmes for creating awareness amongst farmers as under:

- a. On mass media front, awareness campaigns are being run on electronic audio-visual media (TV and radio), newspapers and brochures /leaflets. A Focused Publicity Campaign at the National level is also launched by way of short advertisements through Audio & Video Spots of 30 - 60 seconds duration. The spots are Broadcast / Telecast through All India Radio, Doordarshan and Private Channels operating at the National and Regional Level during News, Serials, and Entertainment programmes having maximum viewership.

- b. During both the regional and National fairs and exhibitions mass awareness is created about these free of cost initiatives through exhibits, posters, pamphlets, leaflets and cultural programmes
- c. The ATMA also has provision for carrying out publicity campaign at local level to create awareness amongst farmers towards the free facilities and benefits under different schemes and programmes
- d. A farmer friendly hand-book for farmers has also been already published in some regional languages. All the States are encouraged to bring out similar publications in their regional language incorporating the Facilities and benefits available under both the central and State specific programmes/schemes. All these handbooks are uploaded on the portal <http://farmer.gov.in> for greater access by the farmers.

- e. SMS portal for farmers is also being used to spread awareness of facilities being extended to farmers and also to give advisories. More than 100 crore SMS messages have been sent to farmers in 12 languages by thousands of officers & experts (of Central Government, State Governments, SAUs, KVKs etc.) spread across the country down to the Block level.

#### Procurement by FCI

635. SHRI R. DHYUVANARAYANA: Will THE Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the total quantum of paddy, rice, wheat and other agriculture produce procured by the Food Corporation of India (FCI) along with the number of farmers benefited therefrom during each of the last three years and the current year, State-wise;

(b) whether the Government has sanctioned construction of godowns by FCI in the country during 2013-2014;

(c) if so, the details thereof and the success achieved therein including Karnataka;

(d) whether all the sanctioned godowns have been made operational; and

(e) if so, the details thereof and if not, the reasons for delay in making them functional along with the corrective steps taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC

DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) The total quantum of paddy, rice, wheat and coarse grains procured by the Food Corporation of India (FCI) for the central pool during each of the last three years and the current year, State-wise is given in the enclosed Statement-I to III. The data of number of farmers benefited from procurement operations is not maintained by FCI/Government.

(b) to (e) Yes, Madam. FCI has undertaken construction of godowns in the country during 2013-14 under the following schemes:-

A. Plan Scheme - Government of India has sanctioned a total capacity of 69,350 tonnes for creation during 2013-14. The details of State-wise capacity sanctioned are at the enclosed statement-IV. No capacity under plan scheme has been sanctioned in the State of Karnataka in 2013-14.

B. Private Entrepreneur Guarantee Scheme (PEG): Government has been creating storage capacity under PEG scheme and so far a total capacity of 203.76 lakh tonnes has been approved under the scheme. During 2013-14 net capacity of 11.31 lakh tonnes was sanctioned for creation including creation of 0.37 lakh tonnes capacity for Karnataka.

Normally, a godown takes minimum one year's time for completion, the works sanctioned in 2013-14 are in different stages of construction and there is no delay in completion of capacities sanctioned during 2013-14.

#### Statement - I

*Total Rice Procurement (Including Paddy In Terms of Rice) for Central Pool Since 2010-11 (Marketing Season Wise)*

S. No.	STATES/ UTs	2010-11	2011-12	2012-13	2013-14* as on (10.07.2014)
1	2	3	4	5	6
1.	Andhra Pradesh	96.09	75.42	64.86	76.59
2.	Assam	0.16	0.23	0.20	Neg.
3.	Bihar	8.83	15.34	13.03	8.28
4.	Chandigarh	0.10	0.13	0.12	0.11

1	2	3	4	5	6
5.	Chattisgarh	37.46	41.15	48.04	42.86
6.	Delhi	0.00	0.00	0.00	0.00
7.	Gujarat	0.00	0.04	0.00	0.00
8.	Haryana	16.87	20.07	26.09	24.06
9.	Himachal Pradesh	0.01	0.01	0.00	0.00
10.	Jharkhand	0.00	2.75	2.15	Neg.
11.	Jammu and Kashmir	0.11	0.09	0.02	Neg.
12.	Karnataka	1.80	3.56	0.58	0.00
13.	Kerala	2.63	3.72	2.40	3.59
14.	Madhya Pradesh	5.16	6.35	8.97	10.45
15.	Maharashtra	3.08	1.78	1.91	1.61
16.	Nagaland	0.00	0.00	0.00	0.00
17.	Odisha	24.65	28.66	36.14	28.19
18.	Puducherry	0.40	0.05	0.00	0.00
19.	Punjab	86.35	77.31	85.57	81.06
20.	Rajasthan	0.00	0.00	0.00	0.00
21.	Tamilnadu	15.43	15.96	4.81	6.17
22.	Uttar Pradesh	25.54	33.57	22.85	11.27
23.	Uttrakhand	4.22	3.78	4.97	4.54
24.	West Bengal	13.10	20.41	17.65	10.46
Total		341.98	350.36	340.4	309.24

Neg. - Less than 500 tonnes

\* KMS 2013-14 is still going on.

**Statement – II**

*Wheat Procurement for Central Pool Since RMS 2011-12 (Marketing Season Wise)*

[Figures in lakh tonnes]

S. No.	STATES/ Uts	2011-12	2012-13	2013-14	2014-15 (as on 01.07.2014)
1	2	3	4	5	6
1.	Punjab	109.58	128.34	108.97	116.41
2.	Haryana	69.28	86.65	58.73	64.95
3.	Uttar Pradesh	34.61	50.63	6.82	5.99

1	2	3	4	5	6
4.	Madhya Pradesh	49.65	84.93	63.55	70.94
5.	Bihar	5.56	7.72		-
6.	Rajasthan	13.03	19.64	12.70	21.59
7.	Uttrakhand	0.42	1.39	0.05	0.01
8.	Chandigarh	0.07	0.17	0.08	0.05
9.	Delhi	0.08	0.31	Neg.	-
10.	Gujarat	1.05	1.56		
11.	Jharkhand				
12.	Maharashtra		0.02		
13.	Himachal Pradesh	0.00	0.01	Neg.	Neg.
14.	Jammu and Kashmir		0.09		
15.	West Bengal		0.01	0.02	
TOTAL		283.35	381.48	250.92	279.94

Neg. - Less than 500 tonnes



**Statement – III**

*Procurement of Coarsegrains from KMS 2010-11 Onwards*

(Fig. in MTs)

Year	Commodity	States							Total
		Andhra Pradesh	Chandigarh	Haryana	Karnataka	Madhya Pradesh	Maharashtra	Rajasthan	
2010-2011	JOWAR	0	0	0	0	38	366	0	404
	BAJRA	0	0	73653	0	0	0	11	73664
	MAIZE	0	2610	0	37657	8875	2331	0	51473
	RAGI	0	0	0	2284	0	0	0	2284
	TOTAL	0	2610	73653	39941	8913	2697	11	127825
2011-2012	JOWAR	0	0	0	0	0	0	0	0
	BAJRA	0	0	17385	0	0	0	0	17385
	MAIZE	0	450	0	0	16803	139	0	17392
	RAGI	0	0	0	0	1157	0	0	1157
	TOTAL	0	450	17385	0	17960	139	0	35934
2012-2013	JOWAR	0	0	0	0	5740	63843	0	69583
	BAJRA	0	0	0	0	0	0	0	0
	MAIZE	0	0	0	0	2234	9	0	2243
	RAGI	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	7974	63852	0	71826
2013-2014 (as on 10-07-2014)	JOWAR	0	0	0	4	0	85	0	89
	BAJRA	0	0	0	0	0	0	0	0
	MAIZE	316822	2587	0	713807	86755	95555	0	1215526
	RAGI	0	0	0	14788	0	0	0	14788
	TOTAL	316822	2587	0	728599	86755	95640	0	1230403

**Statement – IV***State Wise Capacities Sanctioned for Creation During 2013-14 Under Plan Scheme*

S. No.	NAME OF STATE/	Capacities sanctioned for 2013-2014 (in tonnes)
<b>A. NORTH EAST INCLUDING SIKKIM</b>		
I.	ASSAM	32000
II	ARUNACHAL PRADESH	7760
III	MANIPUR	2500
IV	MEGHALAYA	2500
V	MIZORAM	0
VI	NAGALAND	4,590
VII	SIKKIM	0
VIII	TRIPURA	0
TOTAL (NE)		49350
<b>B. OTHER THAN NORTH EAST</b>		
I	ODISHA	10000
II	KERALA	10000
TOTAL (OTHERS)		20000
TOTAL (NE+OTHERS)		69,350

**Construction of Indoor Stadium**

636. SHRI JOSE K. MANI: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has any scheme to provide funds for constructing indoor stadia to improve the sports facilities in the country;

(b) if so, the details thereof;

(c) whether the Government has received proposals from the State Government of Kerala for constructing indoor stadium at Kottayam; and

(d) if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) and (b) Yes Madam. Ministry of Youth Affairs & Sports is implementing a scheme, namely, Urban Sports Infrastructure Scheme (USIS) on a pilot basis with effect from the year 2010-11. Under this scheme, 100% financial assistance, subject to prescribed ceiling is provided to State Governments/ Union Territories for development of the (i) Synthetic playing surface (for hockey, football and athletics); and (ii) Multipurpose indoor hall.

The entities eligible to receive assistance for creation of sports infrastructure under this scheme are (a) State Governments; (b) Local Civic Bodies; (c) School, Colleges and Universities under Central/State Governments; and (d) Sports Control Boards.

In addition, the Central Government was implementing a scheme named Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA) for creation of basic sports infrastructure in rural areas of the entire country. This Scheme has since been revamped and revised and named as Rajiv Gandhi Khel Abhiyan (RGKA) w.e.f. 01.04.2014. Details of the RGKA Scheme are placed at the enclosed Statement.

(c) and (d) Sanction was accorded on a project for construction of Multi-purpose Indoor Hall at Kottayam, Kerala, under the USIS on 27.03.2012, at an estimated cost of Rs. 7.25 Crore (grant restricted to Rs. 6.00 Crore) out of which Rs. 3,87,50,000/- was released as first instalment to the General Education and Sports Department, Government of Kerala. The Utilisation Certificate (UC) became due on 31.03.2013 but the same was awaited.

**Statement***Details of the RGKA Scheme*

Under the RGKA scheme, it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines, on land measuring about six -

seven acres at a cost of Rs. 80 lakh each (Total Rs. 1.60 crore). There is also provision of Rs. 15 lakh for sports equipment to be provided by Ministry of Youth Affairs and Sports. It is proposed to have sporting facilities for both indoor and outdoor disciplines.

All the 6545 blocks in 634 districts will be covered in a phased manner over a period of 5 years. Funds for construction of the block level sports complex will be converged from different schemes such as Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA); Backward Regions Grant Fund (BRGF); Non Lapsable Central Pool of Resources (NLCPR - Central); Additional Central Assistance (ACA) for the Left Wing Extremism (LWE) affected districts, of the Ministries of Rural Development, Panchayati Raj, Development of North Eastern Region (DONER) and Planning Commission respectively with RGKA.

Three Sports Trainers (one Master Sports Trainer and two Sports Trainers, out of serving Physical Education Teachers) will be engaged in each block level sports complex for training of sports persons. They will be given suitable honorarium in addition to their normal salaries received from respective school/college.

Annual Sports competitions viz., Rural Sports Competitions, Women Sports Competitions, North-East Games and Special Area Games (for LWE affected regions) shall be held under RGKA upto the National level. The grants for holding the above competitions have also been enhanced.

*[Translation]*

### **Playgrounds in Rural Areas**

637. SHRI SUNIL KUMAR SINGH: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government is aware that adequate playgrounds are not available for the talented sportspersons in the rural areas for exercise and training purposes; and

(b) if so, the action taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBAMANDA SONOWAL): (a) and (b) The Central Government was implementing a Scheme called Panchayat Yuva Krida aur Khel Abhiyan (PYKKA), for creation of basic sports infrastructure by way of developing playgrounds in the rural areas of the country since 2008-09 and upto 2013-14. The PYKKA Scheme has, since, been revamped and revised and named as Rajiv Gandhi Khel Abhiyan (RGKA). The facilities to be created under the RGKA would have better facilities that can be used by talented sportspersons as well. Details of the RGKA Scheme is enclosed as Statement.

### **Statement**

#### *Details of the RGKA Scheme*

Under the RGKA scheme, it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines, on land measuring about six - seven acres at a cost of Rs. 80 lakh each (Total Rs. 1.60 crore). There is also provision of Rs. 15 lakh for sports equipment to be provided by Ministry of Youth Affairs and Sports. It is proposed to have sporting facilities for both indoor and outdoor disciplines.

All the 6545 blocks in 634 districts will be covered in a phased manner over a period of 5 years. Funds for construction of the block level sports complex will be converged from different schemes such as Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA); Backward Regions Grant Fund (BRGF); Non Lapsable Central Pool of Resources (NLCPR - Central); Additional Central Assistance (ACA) for the Left Wing Extremism (LWE) affected districts, of the Ministries of Rural Development, Panchayati Raj, Development of North Eastern Region (DONER) and Planning Commission respectively with RGKA.

Three Sports Trainers (one Master Sports Trainer and two Sports Trainers, out of serving Physical Education Teachers) will be engaged in each block level sports complex for training of sports persons. They will be given suitable honorarium in addition to their normal salaries received from respective school/college.

Annual Sports competitions viz., Rural Sports Competitions, Women Sports Competitions, North-East Games and Special Area Games (for LWE affected regions) shall be held under RGKA upto the National level. The grants for holding the above competitions have also been enhanced.

[English]

### Physical/Sports Education

638. SHRI NAM IN KUMAR KATEEL:

KUMARI SHOBHA KARANDLAJE:

Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the total number of Government run institutes engaged in imparting physical education and sports education during each of the last three years and the current year, State/UT-wise;

(b) the number of students trained in these institutes during the said period along with the number of students undergoing training in each institute at present;

(c) whether the Government proposes to open more such institutes in the country including Karnataka; and

(d) if so, the details thereof, State/UT-wise and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) Under the administrative control of the Ministry of Youth Affairs & Sports, there are three institutes viz., Lakshmbai National University of Physical Education, Gwalior with a North Eastern Regional Centre (NERC) at Guwahati, Lakshmbai National College of Physical Education, Thiruvanthapuram and Netaji Subhash National Institute of Sports, Patiala along with its courses being offered at Bangalore and Kolkata Centres of Sports Authority of India (SAI). The Ministry of Youth Affairs and Sports does not maintain data about the State Government run or privately managed institutions imparting physical and sports education in the country.

(b) Number of students imparted training during the last three years and number of students being imparted training during the current year at the institutions referred to in reply to part (a) of the Question are given in the table below:

S. No.	Name of the Institute	Number of students imparted/being imparted training during		
		2011-12	2012-13	2013-14
1.	Lakshmbai National University of Physical Education, Gwalior alongwith NERC at Guwahati	772	859	1001
2.	Lakshmbai National College of Physical Education, Thiruvanthapuram	192	142	154
3.	National Institute of Sports, Patiala alongwith its courses being offered at SAI's Centres at Bangalore and Kolkata	418	576	448

(c) and (d) In the Budget 2014-15, a provision of Rs. 100 crore has been made for setting up the National Sports University in Manipur. There is no other proposal at present on the part of the Ministry of Youth Affairs & Sports to open more physical and sports education

institutions in the country including Karnataka. Also since 'Sports' is a state subject, the primary responsibility for setting up physical and sports education institutions is that of the State Governments.

**Misuse of Subsidy by Fertilizer Company**

639. SHRI ADHIR RANJAN CHOWDHURY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government is aware that a huge chunk amounting to thousands of crores of fertilizer subsidies is being siphoned off by private companies in the recent years and such companies are making huge profit by selling the fertilizers at unreasonable prices.

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

(c) the action taken by the Government against the erring private fertilizer companies and to ensure that the benefits of such subsidies reaches to the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI NIHAL CHAND):

(a) to (c) At present, Urea is provided to the farmers at the statutory price of Rs 5360 per MT fixed by the Government whereas 22 grades of Phosphatic & Potassic (P&K) fertilizers namely DAP, MOP, MAP, TSP, Ammonium Sulphate, SSP & 16 grades of complex fertilizers are provided to the farmers at subsidized prices which are much below their production cost/delivered cost.

Though the prices of P&K fertilizers are fixed by the fertilizer companies at reasonable level, the Government monitors the prices of P&K fertilizers through web based Fertilizer Monitoring System (FMS). In this regard, the P&K fertilizer companies are required to submit the certified cost data of their fertilizer product while claiming subsidy. They have also been directed to enter the same MRPs printed on the bags as applicable for each State in the FMS

Fertilizers have been placed under Essential Commodity (EC) Act 1955. As per policy, the fertilizer companies are required to print Maximum Retail Price (MRP) along with applicable subsidy on the fertilizer bags clearly. Any sale above the printed MRP is liable for punishment under EC Act.

*[Translation]*

**Distribution Under PDS**

640. SHRI KIRTI AZAD:

SHRI PRATAP SIMHA:

SHRI OM PRAKASH YADAV:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the total quantum of foodgrains produced and procured by the Government and the manner in which the same were utilised indicating the quantum allocated under Public Distribution System (PDS) during each of the last three years; and

(b) the targets fixed for procurement of foodgrains during the ensuing year and the manner in which the same are proposed to be utilised including the quantum proposed to be distributed through PDS?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) Details of quantum of foodgrains produced, procured and allocations made under Targeted Public Distribution System (TPDS) during last three years is given in the enclosed statement.

(b) Government does not fix any targets for procurement of foodgrains, rather, State Governments make an estimation of the procurement likely to take place in a given marketing season and then All India estimates of procurement are finalised by the Central Government in a meeting of the State Food Secretaries before the onset of each Marketing Season. Actual procurement of foodgrains varies from these estimates depending on the crop situation and prevailing market price trends. It is too early to fix target for procurement of foodgrain during ensuing year. For 2014-15, Government has provisionally allocated a quantity of 586.8 lakh tons of foodgrains, which includes normal TPDS allocation of 483.30 lakh tons (including allocation under National Food Security Act, 2013), 66.45 lakh tons of additional Above Poverty Line (APL) and Below Poverty Line (BPL) allocation including 50 lakh tons of rice approved in July, 2014 for APL and BPL families, 7.11 lakh tons for festival, calamities etc. and 29.28 lakh tons under Other Welfare Scheme (OWS).

**Statement***Production, Procurement and Utilisation*

(In lakh tons)

Marketing Season	Rice			Wheat			Coarsegrain		
	Production	Procurement	Allocation	Production	Procurement	Allocation	Production	Procurement	Allocation
2011-12	1053.11	350.41	384.2	868.74	283.35	324.77	420.1	0.36	0.22
2012-13	1052.4	340.44	366.65	948.82	381.84	390.00	400.4	0.72	0.43
2013-14	1062.9	308.5	344.31	935.01	250.92	361.58	426.8	12.31	0.67

**Financial Assistance to NGOs**

641. SHRI PRATAPRAO JADHAV: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) Whether the Government has provided any financial assistance to "Non-Government Organisations (NGOs) under various schemes being implemented by the Ministry, in Maharashtra;

(b) if so, the details thereof during the last three years and the current year, scheme and NGO-wise:

(c) whether the Government has conducted any review of the work of these NGOs; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) This Ministry is providing financial assistance to Non-Governmental Organisations (NGOs) in Maharashtra under the following schemes:

(i) Assistance to the Voluntary Organisations working for welfare of Scheduled Castes;

(ii) Assistance to the Voluntary Organisations working for welfare of Other Backward Classes;

(iii) Assistance to NGOs for prevention of alcoholism and substance (Drug) abuse;

(iv) An Integrated Programme for Older Persons;

(v) Deendayal Disabled Rehabilitation Schemes;

(vi) Assistant to Disabled Persons for Purchase/fitting of Aids and Appliances;

(vii) Babu Jagjivan Ram Chhatrawas Yojana and

(viii) Free Coaching for SC and OBC students.

(b) Details of financial assistance provided to NGOs during the last three years and the current year are given in the the enclosed Statement.

(c) and (d) The performance of the NGOs is reviewed from time to time through inspections by the State Governments concerned, National Institutes, CPSEs under the Ministry and officers of the Ministry.

**Statement**

*Number of NGOs in the State of MAHARASHTRA and the Quantum of Financial Assistance Given Under Various Schemes of Ministry of Social Justice & Empowerment.*

(Rupees in Lakh)

S. No.	Name of Scheme	2011-12		2012-13		2013-14		2014-15	
		No. of NGOs	Fund Released	No. of NGOs	Fund Released	No. of NGOs	Fund Released	No. of NGOs	Fund Released
1	2	3	4	5	6	7	8	9	10
1.	Scheme of Grant-in-Aid to	39	315,85	35	316.20	67	379.46	13	80.23

1	2	3	4	5	6	7	8	9	10
	Voluntary Organizations working for welfare of Scheduled Castes.								
2.	Scheme of Assistance to Voluntary Organizations working for welfare of Other Backward Classes.	11	27.02	5	11.26	12	26.52	1	1.72
3.	Scheme of Assistance to Disabled Persons for Purchase/Fitting of Aids and Appliances (ADIP Scheme)	5	120.75	9	145.40	13	210.23	0	0
4.	Deendayal Disabled Rehabilitation Scheme to Promote Voluntary Action for Persons with Disabilities (DDRS)	12	229.00	18	112.00	16	149.00	6	36.00
5.	Integrated Programme for Older Persons (Senior Citizens)	28	95.49	23	133.32	22	153.30	31	157.04
6.	Scheme for Prevention of Alcoholism and Substance (Drug) Abuse.	38	401.09	26	271.45	43	417.19	3	17.28

1	2	3	4	5	6	7	8	9	10
7.	Babu Jagjivan Ram Chhatrawas Yojana	0	0	0	0	4	247.62	0	0
8.	Free Coaching for SC and OBC students.	1	8.87	0	0	4	42.45	2	14.78

#### Reservation for Persons with Disabilities

642. SHRI. B.V. NAIK: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) The nature of disabilities covered under the reservation quota for the purpose of giving admission in educational institutes and providing employment;

(b) whether such quota for the persons with disabilities is being filled up regularly;

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

(d) whether the Government proposes to increase the percentage of quota for the disabled; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) As per section 2 (i) of the Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995 disability means blindness, low vision, leprosy-cured, hearing impairment, locomotor disability, mental retardation and mental illness. Section 2 (t) of the Act defines person with disability as a person suffering from not less than forty percent of any disability as certified by a medical authority.

As per section 39 of the said Act, all Government educational institutions and other educational institutions receiving aid from the Government, shall reserve not less than three percent seats for persons with disabilities. As per Section 33 of the said Act, every appropriate Government shall appoint in every establishment such percentage of vacancies not less than three percent for persons or class of persons with disabilities of which one per cent each shall be reserved for persons suffering from-

(i) blindness or low vision;

(j) hearing impairment;

(k) locomotor disability or cerebral palsy, in the posts identified for each disability

(b) to (c) The provisions of section 33 and 39 of the aforesaid Act is mandatory and every Government establishment/educational institutions is required to comply with these provisions. As regards reservation in employment in Government establishment, Department of Personnel and Training in the Ministry of Personnel, Public Grievances and Pensions being the nodal agency has been issuing instructions from time to time to all the Ministries/Departments for recruitment of PwDs in compliance of section 33 of the said Act. As regards reservation of seats in educational institutions, no data is maintained centrally by this Ministry.

(d) to (e) The Government has introduced the Rights of Persons with Disabilities Bill, 2014 in the Rajya Sabha on 7.02.2014 wherein it has been proposed to increase the reservation from three percent to five percent for persons with disabilities.

[Translation]

#### Rise in Price of Manufactured Products

643. SHRI HANSRAJ GANGARAM AHIR: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether spiral in the prices of manufactured commodities is due to excessive profiteering by manufacturers;

(b) if so, whether the Government proposes to make it mandatory for the manufacturers to print the production cost on the pockets to check excessive profiteering by them; and



(c) if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) : The prices of the manufactured commodities are determined by the market forces like demand and supply.

(b) and (c) No Madam, Government has no such proposal.

[English]

#### **Weather Based Crop Insurance Scheme**

644. SHRI N. KRISTAPPA: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of beneficiaries under the Weather Based Crop Insurance Scheme (WBCIS), State/UT-wise;

(b) the details of premiums paid under WBCIS during each of the last three years;

(c) whether it is a fact that large number of bogus and ineligible beneficiaries have been reported under this Scheme and if so, the details thereof during each of the last three years, State/UT-wise; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) and (b) Details of number of farmers benefitted and premium paid during last three years, year-wise, are given in the enclosed Statement.

(c) and (d) One complaint has been received about irregularities in enrolment of farmers in Hanumangarh District of Rajasthan by ICICI-Lombard General Insurance Company Ltd. during Rabi 2010-11 season. Government of Rajasthan was requested to enquire into the matter. The State Government has reported that out of 8272 insured farmers, the claims of 5509 farmers were found to be correct while 381 farmers were not aware about insurance of their crops during Rabi 2010-11 season. Remaining farmers were not found available at the time of physical verification. The State Government and the implementing agency were asked to take action to settle the claims of 5509 farmers which were found correct at the time of physical verification, re-verify the claims of the remaining farmers, fix responsibility for false insurance coverage of 381 farmers, and ensure immediate return of premium subsidy by the Insurance Company to the government in respect of such farmers.

Action has been taken to settle the claims of all genuine farmers and also return of premium subsidy in respect of 381 farmers.

#### **Statement**

##### *WBCIS: No. of Beneficiaries and Premium Paid*

(Rs. In lakh)

S. No.	States / UTs	Cumulative No. of Beneficiaries from Kharif 2007 to Kharif 2013		Premium paid (including subsidy by Centre/States)		
		Farmers Insured	Farmers benefitted	2011-12	2012-13	2013-14 (Kharif 2013)
1	2	3	4	5	6	7
1.	Andhra Pradesh	2839702	1427742	32157	38793	37125
2.	Bihar	8885981	6879604	36365	63068	33239
3.	Chhatisgarh	214460	154682	2416	3079	0
4.	Gujarat	497661	170576	1007	0	0
5.	Haryana	266836	154403	2196	4751	3998

1	2	3	4	5	6	7
6.	Himachal Pradesh	88810	60390	1305	2495	13
7.	Jharkhand	357958	295606	830	2009	2460
8.	Karnataka	815346	629434	2585	4297	3910
9.	Kerala	81394	43767	194	513	599
10.	Madhya Pradesh	940852	1114284	15328	0	1289
11.	Maharashtra	590897	128496	5110	9099	844
12.	Odisha	315755	215814	2000	631	0
13.	Punjab	67	50	0	0	0
14.	Rajasthan	30280047	16723482	80109	90461	56271
15.	Tamilnadu	130940	54059	629	646	357
16.	Uttar Pradesh	446607	210432	760	1637	6725
17.	Uttarakhand	83742	43928	671	832	1383
18.	West Bengal	104390	59627	801	111	66
Total		46941445	28366540	184465	222423	148277

### Agricultural Production

645. SHRI SHIVKUMAR UDASI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the production of major cereal crops and oilseeds and the areas under cultivation has declined during each of the last three years and the current year;

(b) if so, the details thereof, crop and State/UT-wise;

(c) whether the production and productivity of crops is lagging behind in comparison to the developed countries;

(d) if so, the details thereof; and

(e) the steps taken/proposed to be taken by the Government to increase the production and productivity of such crops at par with developed countries?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) and (b) State-wise and crop-wise details of production and area under cultivation for major cereals and oilseed crops during 2010-11 to 2013-14 are given in the enclosed Statement - I. Official estimates of production of crops grown in an agricultural

year are normally released in the month of September and the same for 2014-15 have not been prepared so far. However, due to delayed/deficient monsoon rainfall, the area coverage and production of crops during 2014-15 is likely to decline.

(c) and (d) As per latest available reports of Food & Agriculture Organization (FAO) for 2012, details of production and productivity of major cereals and oilseed crops in India vis-a-vis developed countries of the world are given in the enclosed Statement - II.

(e) In order to increase production and productivity of agricultural crops including cereals and oilseeds, Government of India has been implementing several Crop Development Schemes/Programmes such as National Food Security Mission, Rashtriya Krishi Vikas Yojana, Bringing Green Revolution to Eastern India (BGREI) as a Sub-scheme of RKVY and National Mission on Oilseeds and Oil Palm (NMOOP), etc.

Further, Indian Council of Agricultural Research (ICAR) is conducting research programmes on basic and strategic research related to different aspects of crop improvement, crop production and crop protection in different crop based Research Institute.

**Statement – I***State-Wise Details of Area Coverage and Production of Major Cereal Crops and Oilseeds*

State/UT	Rice							
	Area ('000 Hectares)				Increase/Decrease over Previous Year			
	2010-11	2011-12	2012-13	2013-14*	2010-11	2011-12	2012-13	2013-14*
1	2	3	4	5	6	7	8	9
Andhra Pradesh	4751.0	4096.0	3628.0	4506.0	1310.0	-655.0	-468.0	878.0
Arunachal Pradesh	121.6	123.5	126.1	#	0.1	1.9	2.6	#
Assam	2570.3	2537.0	2488.2	2482.2	74.5	-33.4	-48.7	-6.0
Bihar	2832.5	3323.9	3298.9	2993.9	-381.2	491.5	-25.1	-305.0
Chattisgarh	3702.5	3773.8	3784.8	3802.1	31.8	71.3	11.0	17.3
Goa	46.6	47.2	45.8	#	-0.5	0.6	-1.4	#
Gujarat	808.0	836.0	701.0	879.0	129.0	28.0	-135.0	178.0
Haryana	1245.0	1235.0	1215.0	1228.0	40.0	-10.0	-20.0	13.0
Himachal Pradesh	77.1	77.2	76.9	76.3	0.4	0.2	-0.3	-0.6
Jammu and Kashmir	261.3	262.2	261.7	271.5	1.5	0.8	-0.5	9.8
Jharkhand	720.3	1469.0	1414.5	1224.8	-274.7	748.7	-54.6	-189.7
Karnataka	1540.0	1416.0	1278.0	1250.0	53.0	-124.0	-138.0	-28.0
Kerala	213.2	208.2	197.3	196.8	-20.8	-5.0	-10.9	-0.5
Madhya Pradesh	1602.9	1662.0	1882.6	1934.0	157.2	59.1	220.6	51.4
Maharashtra	1518.0	1543.0	1557.0	1544.0	48.0	25.0	14.0	-13.0
Manipur	NA	NA	122.7	#	NA	NA	NA	#
Meghalaya	108.3	108.9	109.2	#	0.1	0.6	0.3	#
Mizoram	40.7	38.5	14.6	#	-6.5	-2.2	-23.9	#
Nagaland	NA	NA	183.3	#	NA	NA	NA	#
Odisha	4225.7	4004.5	4022.8	4159.7	-139.4	-221.2	18.3	136.9
Punjab	2831.0	2818.0	2845.0	2806.2	29.0	-13.0	27.0	-38.8
Rajasthan	131.1	134.3	125.6	145.6	-19.6	3.2	-8.7	20.0
Sikkim	12.1	12.1	11.9	#	-0.9	-0.1	-0.2	#
Tamil Nadu	1905.7	1903.8	1493.1	1780.8	60.2	-1.9	-410.7	287.7

1	2	3	4	5	6	7	8	9
Tripura	264.6	266.0	254.7	#	19.0	1.4	-11.3	#
Uttar Pradesh	5657.0	5947.0	5861.0	5979.0	470.3	290.0	-86.0	118.0
UttaraKhand	289.5	280.0	262.8	254.0	-4.5	-9.5	-17.2	-8.8
West Bengal	4944.1	5433.7	5444.3	5506.7	-685.9	489.6	10.6	62.4
Andaman and Nicobar Islands	8.4	8.1	7.9	#	0.3	-0.3	-0.3	#
Dadra and Nagar Haveli	10.8	10.7	14.2	#	-1.7	-0.1	3.5	#
Delhi	7.0	6.9	6.7	#	0.2	-0.2	-0.1	#
Daman and Diu	NA	NA	NA	NA	-2.0	NA	NA	#
Puducherry	20.0	16.6	16.3	#	-0.9	-3.4	-0.3	#
Others	NA	NA	NA	915.4	NA	NA	NA	915.4
All India	42862.4	44006.3	42753.9	43936.0	944.0	1143.8	-1252.4	1182.1

\* 3rd advance estimates as on 15.05.2014.

# included in others.

NG : Not grown.

NA: Not available.

State/UT	Production (' 000 Tonnes)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	10	11	12	13	14	15	16	17
Andhra Pradesh	14418.0	12895.0	11510.0	13436.2	3880.0	-1523.0	-1385.0	1926.2
Arunachal Pradesh	234.0	255.0	263.0	#	18.2	21.0	8.0	#
Assam	4736.6	4516.3	5128.5	4970.6	400.8	-220.4	612.2	-157.9
Bihar	3102.1	7162.6	7529.3	5212.1	-497.2	4060.5	366.7	-2317.2
Chattisgarh	6159.0	6028.4	6608.8	6716.4	2048.6	-130.6	580.4	107.6
Goa	115.0	121.8	122.8	#	14.4	6.8	1.1	#
Gujarat	1496.6	1790.0	1541.0	1916.0	204.6	293.4	-249.0	375.0
Haryana	3472.0	3759.0	3976.0	3998.0	-153.0	287.0	217.0	22.0
Himachal Pradesh	128.9	131.6	125.3	132.5	23.0	2.7	-6.4	7.2

1	10	11	12	13	14	15	16	17
Jammu and Kashmir	507.7	544.7	818.1	552.7	10.3	37.0	273.4	-265.4
Jharkhand	1110.0	3130.6	3164.9	2741.1	-428.4	2020.6	34.3	-423.8
Karnataka	4188.0	3955.0	3364.0	3521.0	497.0	-233.0	-591.0	157.0
Kerala	522.7	569.0	508.3	499.7	-75.6	46.3	-60.7	-8.6
Madhya Pradesh	1772.1	2227.3	2775.0	2780.7	511.5	455.2	547.7	5.8
Maharashtra	2696.0	2841.0	3057.0	2915.0	513.0	145.0	216.0	-142.0
Manipur	NA	NA	257.6	#	NA	NA	NA	#
Meghalaya	207.0	216.5	232.0	#	0.3	9.5	15.5	#
Mizoram	47.2	54.3	30.5	#	2.9	7.1	-23.8	#
Nagaland	NA	NA	405.2	#	NA	NA	NA	#
Odisha	6827.7	5807.0	7295.5	7389.7	-89.7	-1020.7	1488.4	94.3
Punjab	10837.0	10542.0	11374.0	10997.5	-399.0	-295.0	832.0	-376.5
Rajasthan	265.5	253.4	222.5	312.6	37.2	-12.2	-30.9	90.1
Sikkim	21.0	20.9	21.3	#	-3.3	-0.1	0.5	#
Tamil Nadu	5792.4	7458.7	4049.9	5520.5	127.2	1666.3	-3408.8	1470.6
Tripura	702.5	718.3	713.2	#	62.5	15.8	-5.1	#
Uttar Pradesh	11992.0	14022.0	14416.0	14628.0	1184.9	2030.0	394.0	212.0
Uttarakhand	550.4	594.0	579.8	583.0	-57.6	43.6	-14.2	3.2
West Bengal	13045.9	14605.8	15023.7	15290.0	-1294.8	1559.9	417.9	266.3
Andaman and Nicobar Islands	23.9	24.0	21.5	#	-1.0	0.1	-2.5	#
Dadra and Nagar Haveli	20.8	18.6	27.4	#	7.3	-2.3	8.8	#
Delhi	19.6	19.8	19.7	#	0.3	0.1	-0.1	#
Daman and Diu	NA	NA	NA	NA	-3.3	NA	NA	#
Puducherry	52.0	42.1	46.5	#	-0.4	-9.9	4.4	#
Others	NA	NA	NA	2174.0	NA	NA	NA	2174.0
All India	95970.0	105301.0	105231.6	106287.2	6886.8	9331.0	-69.4	1055.6

\* 3rd advance estimates as on 15.05.2014.

# included in others.

NG : Not grown.

NA: Not available.

## Wheat

State/UT	Area ('000 Hectares)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	2	3	4	5	6	7	8	9
Andhra Pradesh	10.0	8.0	8.0	7.0	0.0	-2.0	0.0	-1.0
Arunachal Pradesh	3.7	3.7	2.9	#	0.5	0.0	-0.8	#
Assam	44.8	52.6	33.9	39.7	-13.6	7.8	-18.7	5.8
Bihar	2103.5	2141.9	2207.7	2257.0	-89.8	38.4	65.8	49.3
Chattisgarh	110.8	108.5	101.2	102.0	-1.4	-2.3	-7.3	0.8
Goa	NA	NA	NA	#	NA	NA	NA	#
Gujarat	1274.0	1351.0	1024.0	1351.0	396.0	77.0	-327.0	327.0
Haryana	2515.0	2522.0	2497.0	2522.0	23.0	7.0	-25.0	25.0
Himachal Pradesh	357.2	356.6	364.2	355.6	4.7	-0.6	7.6	-8.6
Jammu and Kashmir	290.7	296.2	290.0	293.6	1.8	5.4	-6.2	3.6
Jharkhand	96.4	158.6	164.3	173.1	-3.2	62.1	5.7	8.8
Karnataka	255.0	225.0	225.0	198.0	-28.0	-30.0	0.0	-27.0
Kerala	NA	NA	NA	NA	NA	NA	NA	NA
Madhya Pradesh	4341.0	4889.2	5300.0	5792.0	65.1	548.2	410.8	492.0
Maharashtra	1307.0	843.0	773.0	1097.0	226.0	-464.0	-70.0	324.0
Manipur	2.1	2.2	2.4	#	2.1	0.0	.0.3	#
Meghalaya	0.4	0.4	0.4	#	0.0	0.0	0.0	
Mizoram	NA	NA	NA	#	NA	NA	NA	#
Nagaland	3.1	3.2	3.3	#	1.1	0.0	0.1	#
Odisha	2.9	1.5	1.0	1.5	-1.1	-1.4	-0.4	0.5
Punjab	3510.0	3528.0	3512.0	3500.0	-12.0	18.0	-16.0	-12.0
Rajasthan	2479.2	2935.3	3063.2	3080.5	85.0	456.1	127.9	17.2
Sikkim	2.7	2.5	0.5	#	-2.6	-0.2	-2.0	#
Tamil Nadu	0.1	0.0	NG	0.0	0.1	0.0	NG	NG
Tripura	0.3	0.3	0.7	#	-0.4	0.0	0.4	#
Uttar Pradesh	9637.0	9731.0	9734.0	9858.0	-31.0	94.0	3.0	124.0

1	2	3	4	5	6	7	8	9
UttaraKhand	379.2	369.0	358.1	348.0	-15.8	-10.2	-10.9	-10.1
West Bengal	316.8	315.7	321.6	335.0	0.9	-1.1	5.9	13.4
Andaman and Nicobar Islands	NA	NA	NA	#	NA	NA	NA	#
Dadra and Nagar Haveli	0.1	0.1	0.1	#	-0.5	0.0	0.0	#
Delhi	25.6	19.5	14.8	#	4.3	-6.1	-4.7	#
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	NA	NA	NA	#	NA	NA	NA	#
Others	NA	NA	NA	25.1	NA	NA	NA	25.1
All India	29068.6	29864.8	30003.3	31336.0	611.2	796.2	138.6	1332.7

State/UT	Production (' 000 Tonnes)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	10	11	12	13	14	15	16	17
Andhra Pradesh	13.0	11.0	10.0	8.0	3.0	-2.0	-1.0	-2.0
Arunachal Pradesh	5.9	6.5	4.4		1.1	0.6	-2.1	-4.4
Assam	52.8	60.3	44.2	49.7	-10.7	7.5	-16.1	5.5
Bihar	4097.6	4725.0	5357.2	5322.9	-473.2	627.4	632.2	-34.3
Chattisgarh	126.8	133.1	141.3	106.1	4.9	6.3	8.2	-35.2
Goa	NA	NA	NA	#	NA	NA	NA	#
Gujarat	4019.5	4072.0	2944.0	3650.4	1667.5	52.5	-1128.0	706.4
Haryana	11630.0	12685.7	11117.0	11460.0	1130.0	1055.7	-1568.7	343.0
Himachal Pradesh	546.5	595.8	608.6	567.8	219.4	49.3	12.8	-40.8
Jammu and Kashmir	446.3	500.3	462.4	472.2	156.4	54.0	-37.9	9.8
Jharkhand	158.4	302.6	319.5	347.4	-14.8	144.2	16.8	28.0
Karnataka	279.0	193.0	179.0	151.0	28.0	-86.0	-14.0	-28.0
Kerala	NA	NA	NA	NA	NA	NA	NA	NA
Madhya Pradesh	7627.1	11538.5	13133.4	13927.7	-782.9	3911.4	1594.9	794.3

1	10	11	12	13	14	15	16	17
Maharashtra	2301.0	1313.0	1181.0	1669.0	561.0	-988.0	-132.0	488.0
Manipur	5.3	5.4	6.0	#	5.3	0.1	0.6	#
Meghalaya	0.7	0.6	0.7	#	0.0	-0.1	0.1	#
Mizoram	NA	NA	NA	#	NA	NA	NA	#
Nagaland	5.3	5.4	5.9	#	2.9	0.0	0.5	#
Odisha	4.2	2.4	2.0	2.3	-1.6	-1.8	-0.4	0.3
Punjab	16472.0	17280.1	16591.0	16159.5	1303.0	808.1	-689.1	-431.5
Rajasthan	7214.5	9319.6	9275.5	9780.6	-286.4	2105.1	-44.1	505.1
Sikkim	2.7	2.7	0.6		-3.2	-0.1	-2.1	-0.6
Tamil Nadu	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Tripura	0.6	0.5	1.3		-0.7	-0.1	0.8	-1.3
Uttar Pradesh	30001.0	30292.6	30301.9	30318.3	2483.0	291.6	9.3	16.3
UttaraKhand	878.0	878.0	858.2	834.0	33.0	0.0	-19.8	-24.2
West Bengal	874.4	872.9	895.9	938.0	27.8	-1.5	23.0	42.1
Andaman and Nicobar Islands	NA	NA	NA	#	NA	NA	NA	#
Dadra and Nagar Haveli	0.3	0.3	0.3	#	-0.7	0.0	0.0	#
Delhi	111.0	84.8	65.3	#	18.3	-26.2	-19.5	#
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	NA	NA	' NA	#	NA	NA	NA	#
Others	NA	NA	NA	84.4	NA	NA	NA	84.4
All India	86874.0	94882.1	93506.5	95849.2	6070.4	8008.1	-1375.6	2342.7

## Jowar

State/UT	Area ('000 Hectares)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	2	3	4	5	6	7	8	9
Andhra Pradesh	254.0	276.0	287.0	226.0	-131.0	22.0	11.0	-61.0
Arunachal Pradesh	NA	NA	NA	#	NA	NA	NA	#



1	2	3	4	5	6	7	8	9
Assam	NG	NG	NG	NG	NG	NG	NG	NG
Bihar	3.1	2.0	2.6	2.2	1.4	-1.1	0.6	-0.4
Chattisgarh	5.9	5.4	5.0	5.7	1.2	-0.5	-0.4	0.7
Goa	NA	NA	,NA	#	NA	NA	NA	#
Gujarat	125.0	124.0	80.0	90.0	-38.0	-1.0	-44.0	10.0
Haryana	72.0	65.0	56.0	72.0	0.0	-7.0	-9.0	16.0
Himachal Pradesh	NG	NG	NG	NG	NG	NG	NG	NG
Jammu and Kashmir	0.1			0.1	-4.3	-0.1	0.0	0.1
Jharkhand	0.3	1.1	1.5	0.4	0.1	0.8	0.4	-1.1
Karnataka	1243.0	1142.0	1263.0	1146.0	-126.0	-101.0	121.0	-117.0
Kerala	2.2	0.3	0.2	0.2	-0.3	-1.9	-0.1	0.0
Madhya Pradesh	432.0	394.5	285.9	231.0	-13.9	-37.5	-108.6	-54.9
Maharashtra	4060.0	3279.0	3162.0	2862.0	-116.0	-781.0	-117.0	-300.0
Manipur	NA	NA	NA	#	NA	NA	NA	#
Meghalaya	NA	NA	NA	#	NA	NA	NA	#
Mizoram	NA	NA	NA	#	NA	NA	NA	#
Nagaland	0.1	0.1	0.2		-0.1	0.0	0.1	-0.2
Odisha	8.9	8.6	7.8	7.5	-0.1	-0.3	-0.8	-0.3
Punjab	NA	NA	NA	NA	NA	NA	NA	NA
Rajasthan	726.9	553.8	680.4	579.6	8.4	-173.2	126.6	-100.8
Sikkim	NA	NA	NA	#	NA	NA	NA	#
Tamil Nadu	243.5	197.7	193.9	361.0	4.9	-45.8	-3.8	167.1
Tripura	NA	NA	NA	#	NA	NA	NA	NA
Uttar Pradesh	201.0	192.0	184.0	165.0	10.0	-9.0	-8.0	-19.0
UttaraKhand					0.0	0.0	0.0	0.0
West Bengal	0.0	0.0	1.5	1.0	-1.5	0.0	1.5	-0.5
Andaman and Nicobar Islands	NA	NA	NA	#	NA	NA	NA	#
Dadra and Nagar Haveli	0.4	0.4	0.5		-0.1	0.0	0.0	-0.5
Delhi	3.4	3.1	2.9		0.1	-0.2	-0.2	-2.9

1	2	3	4	5	6	7	8	9
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	NA	NA	NA	#	NA	NA	NA	#
Others	NA	NA	NA	3.6	NA	NA	NA	3.6
All India	7381.7	6245.1	6214.4	5753.1	-405.5	-1136.6	-30.7	-461.3

State/UT	Production (' 000 Tonnes)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	10	11	12	13	14	15	16	17
Andhra Pradesh	308.0	442.1	471.5	289.0	-129.0	134.1	29.4	-182.5
Arunachal Pradesh	NA	NA	NA	#	NA	NA	NA	#
Assam	NG	NG	NG	NG	NG	NG	NG	NG
Bihar	3.3	2.2	2.8	2.3	1.5	-1.2	0.7	-0.5
Chattisgarh	8.5	4.1	3.5	3.6	2.6	-4.4	-0.6	0.1
Goa	NA	NA	NA	#	NA	NA	NA	#
Gujarat	139.0	139.0	107.0	121.0	-32.0	0.0	-32.0	14.0
Haryana	36.0	33.0	28.0	40.0	0.0	-3.0	-5.0	12.0
Himachal Pradesh	NG	NG	NG	NG	NG	NG	NG	NG
Jammu and Kashmir	0.0			0.0	-2.5	0.0	0.0	0.0
Jharkhand	0.1	0.5	1.1	0.2	0.0	0.4	0.6	-0.9
Karnataka	1467.0	1166.0	1315.0	1004.0	61.0	-301.0	149.0	-311.0
Kerala	1.1	0.2	0.1	0.1	-0.8	-0.9	-0.1	0.0
Madhya Pradesh	616.0	614.5	575.0	288.0	51.1	-1.5	-39.5	-287.0
Maharashtra	3452.0	2693.0	1935.3	2512.0	-114.0	-759.0	-757.7	576.7
Manipur	NA	NA	NA	#	NA	NA	NA	#
Meghalaya	NA	NA	NA	#	NA	NA	NA	#
Mizoram	NA	NA	NA	#	NA	NA	NA	#
Nagaland	0.1	0.1	0.2		0.0	0.0	0.1	-0.2
Odisha	5.4	5.4	4.9	4.7	-0.4	0.0	-0.5	-0.2

1	10	11	12	13	14	15	16	17
Punjab	NA	NA	NA	NA	NA	NA	NA	NA
Rajasthan	508.9	410.1	420.4	356.7	404.7	-98.8	10.3	-63.7
Sikkim	NA	NA	NA	#	NA	NA	NA	#
Tamil Nadu	247.0	252.5	165.0	448.2	25.3	5.5	-87.5	283.2
Tripura	NA	NA	NA	#	NA	NA	NA	#
Uttar Pradesh	207.0	213.0	248.0	173.0	38.0	6.0	35.0	-75.0
UttaraKhand					0.0	0.0	0.0	0.0
West Bengal	0.0	0.0	0.5	0.5	-0.6	0.0	0.5	0.0
Andaman and Nicobar Islands	NA	NA	NA	#	NA	NA	NA	#
Dadra and Nagar Haveli	0.4	0.4	0.4		0.0	-0.1	0.0	-0.4
Delhi	3.3	3.0	2.8		0.1	-0.2	-0.2	-2.8
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	NA	NA	NA	#	NA	NA	NA	#
Others	NA	NA	NA	3.4	NA	NA	NA	3.4
All India	7003.1	5979.2	5281.5	5246.7	304.9	-1024.0	-697.7	-34.8

## Maize

State/UT	Area ('000 Hectares)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	2	3	4	5	6	7	8	9
Andhra Pradesh	744.0	864.0	972.0	1086.0	-39.0	120.0	108.0	114.0
Arunachal Pradesh	45.1	46.5	47.5	#	1.5	1.4	1.0	#
Assam	19.8	21.3	23.7	21.6	0.3	1.5	2.4	-2.1
Bihar	645.5	675.0	685.6	541.5	13.9	29.4	10.6	-144.1
Chattisgarh	102.7	104.0	107.2	111.1	0.3	1.3	3.2	3.9
Goa	NA	NA	NA	#	NA	NA	NA	#
Gujarat	501.0	516.0	458.0	499.0	4.0	15.0	-58.0	41.0
Haryana	10.0	9.0	9.0	9.0	-2.0	-1.0	0.0	0.0

1	2	3	4	5	6	7	8	9
Himachal Pradesh	296.4	294.2	294.3	292.1	1.0	-2.3	0.2	-2.2
Jammu and Kashmir	308.2	314.0	310.9	298.7	-2.8	5.8	-3.1	-12.2
Jharkhand	215.4	215.5	249.3	259.7	52.2	0.1	33.8	10.4
Karnataka	1288.0	1349.0	1322.0	1343.0	48.0	61.0	-27.0	21.0
Kerala	NA	0.1	0.2	0.1	NA	NA	0.1	-0.1
Madhya Pradesh	830.6	862.8	845.4	1003.0	-1.7	32.2	-17.4	157.6
Maharashtra	891.0	881.0	822.0	1198.0	97.0	-10.0	-59.0	376.0
Manipur	22.4	24.9	19.4	0.0	17.6	2.5	-5.4	-19.4
Meghalaya	17.3	17.4	17.3	#	0.1	0.1	0.0	#
Mizoram	9.0	6.9	6.1	#	0.5	-2.1	-0.8	#
Nagaland	68.4	68.5	68.7	#	0.3	0.1	0.2	
Odisha	117.2	102.9	94.5	95.0	36.1	-14.4	-8.4	0.5
Punjab	133.0	126.0	129.0	130.0	-6.0	-7.0	3.0	
Rajasthan	1143.1	1045.6	986.2	926.4	46.2	-97.5	-59.4	-59.8
Sikkim	40.2	40.0	40.0		0.7	-0.2		-40.0
Tamil Nadu	230.5	280.6	291.0	401.2	-13.7	50.1	10.3	110.2
Tripura	3.1	3.7	3.6		1.1	0.6	-0.1	-3.6
Uttar Pradesh	754.0	787.0	736.0	734.0	45.0	33.0	-51.0	-2.0
UttaraKhand	28.4	28.0	28.0	25.0	0.4	-0.4	-0.1	-3.0
West Bengal	88.6	97.8	105.6	118.7	-9.1	9.2	7.8	13.1
Andaman and Nicobar Islands	0.2	0.2	0.1	#	0.0	0.0	-0.1	#
Dadra and Nagar Haveli	0.0	0.2	0.1	#	0.0	0.2	0.0	#
Delhi	0.1	0.0	0.0	#	0.1	-0.1	0.0	#
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	NA	NA	NA	#	NA	NA	NA	#
Others	NA	NA	NA	202.8	NA	NA	NA	202.8
All India	8553.2	8781.9	8672.6	9295.9	291.5	228.8	-109.3	623.3

State/UT	Production (' 000 Tonnes)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	10	11	12	13	14	15	16	17
Andhra Pradesh	3956.0	3658.0	4855.0	4967.5	1194.0	-298.0	1197.0	112.5
Arunachal Pradesh	64.7	68.5	68.2	#	4.5	3.8	-0.3	#
Assam	14.3	15.3	21.3	17.5	0.2	1.0	5.9	-3.8
Bihar	1439.6	1610.7	2475.9	1542.0	-39.1	171.1	865.1	-933.9
Chattisgarh	185.6	172.0	207.5	229.1	42.3	-13.6	35.5	21.6
Goa	NA	NA	NA	#	NA	NA	NA	#
Gujarat	820.3	786.0	791.0	888.0	287.3	-34.3	5.0	97.0
Haryana	19.0	24.0	23.0	27.0	-8.0	5.0	-1.0	4.0
Himachal Pradesh	670.9	715.4	657.2	679.0	127.7	44.5	-58.3	21.8
Jammu and Kashmir	527.7	505.0	512.3	485.0	40.7	-22.7	7.3	-27.3
Jharkhand	261.7	321.5	451.7	480.6	71.0	59.8	130.1	28.9
Karnataka	4444.0	4085.0	3475.0	3893.1	1431.0	-359.0	-610.0	418.1
Kerala	NA	NA	0.0	0.1	NA	NA	NA	0.1
Madhya Pradesh	1051.5	1287.4	1513.6	1510.2	6.3	235.9	226.2	-3.4
Maharashtra	2602.0	2433.0	1824.0	3158.1	774.0	-169.0	-609.0	1334.1
Manipur	41.5	45.9	44.7	#	29.8	4.3	-1.1	#
Meghalaya	25.9	26.5	26.9	#	-0.4	0.6	0.4	
Mizoram	13.6	8.4	8.0		2.1	-5.2	-0.4	#
Nagaland	73.2	134.3	134.7	#	0.0	61.1	0.3	#
Odisha	298.8	212.2	227.5	262.1	123.7	-86.6	15.3	34.6
Punjab	491.0	502.0	475.0	507.0	16.0	11.0	-27.0	32.0
Rajasthan	2052.9	1667.0	1755.1	1501.7	907.2	-385.9	88.0	-253.4
Sikkim	66.2	66.2	68.0		0.2	0.0	1.7	-68.0
Tamil Nadu	1027.5	1695.5	946.2	1971.8	-116.8	668.0	-749.3	1025.6
Tripura	4.1	5.1	4.7		2.1	1.0	-0.4	-4.7
Uttar Pradesh	1114.0	1308.0	1234.5	1207.4	75.0	194.0	-73.5	-27.1

1	10	11	12	13	14	15	16	17
UttaraKhand	42.6	41.0	40.2	35.0	4.6	-1.6	-0.8	-5.2
West Bengal	352.3	364.1	416.8	473.0	-32.9	11.8	52.6	56.2
Andaman and Nicobar Islands	0.4	0.3	0.2	#	0.0	-0.1	-0.1	#
Dadra and Nagar Haveli		0.2	0.1	#	0.0	0.2	0.0	#
Delhi	3.6	0.8	0.2	#	3.6	-2.8	-0.6	#
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	NA	NA	NA	#	NA	NA	NA	#
Others	NA	NA	NA	355.6	NA	NA	NA	355.6
All India	21725.8	21759.4	22258.2	24190.8	5006.3	33.6	498.8	1932.6

## Total Coarse Cereals

State/UT	Area ('000 Hectares)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	2	3	4	5	6	7	8	9
Andhra Pradesh	1137.0	1254.0	1405.0	1444.0	-146.0	117.0	151.0	39.0
Arunachal Pradesh	66.8	68.5	70.2	0.0	1.7	1.7	1.7	-70.2
Assam	25.0	26.9	28.1	26.1	-1.1	1.9	1.2	-2.0
Bihar	687.5	705.7	713.7	571.4	25.2	18.2	8.0	-142.3
Chattisgarh	280.7	268.7	263.7	238.3	8.8	-12.0	-5.0	-25.4
Goa	0.2	0.2	0.0	#	-0.1	-0.1	-0.1	#
Gujarat	1553.0	1592.0	1197.0	1368.0	149.0	39.0	-395.0	171.0
Haryana	780.0	693.0	524.0	521.0	69.0	-87.0	-169.0	-3.0
Himachal Pradesh	326.8	324.4	326.9	322.6	2.2	-2.4	2.5	-4.3
Jammu and Kashmir	347.5	354.5	355.2	341.6	-9.5	7.0	0.7	-13.6
Jharkhand	249.8	228.8	264.2	273.0	41.8	-21.0	35.5	8.8
Karnataka	3652.1	3481.0	3527.0	3472.0	-53.9	-171.1	46.0	-55.0
Kerala	2.6	0.7	0.5	2.2	-0.3	-1.9	-0.2	1.7
Madhya Pradesh	1757.1	1766.4	1639.5	1782.4	-40.2	9.3	-126.9	142.9

1	2	3	4	5	6	7	8	9
Maharashtra	6166.0	5198.0	4971.0	5031.0	-19.7	-968.0	-227.0	60.0
Manipur	22.4	24.9	19.4	0.0	17.6	2.5	-5.4	-19.4
Meghalaya	19.5	19.6	19.6	0.0	-0.1	0.1	0.0	-19.6
Mizoram	9.0	6.9	6.1	#	0.5	-2.1	-0.8	#
Nagaland	79.9	78.6	78.9	0.0	1.9	-1.4	0.4	-78.9
Odisha	211.4	186.8	179.7	177.3	41.5	-24.6	-7.1	-2.4
Punjab	148.0	141.0	145.0	148.0	-11.0	-7.0	4.0	3.0
Rajasthan	7704.1	6913.0	5976.7	6229.4	478.1	-791.1	-936.3	252.7
Sikkim	48.2	47.9	47.1	0.0	1.2	-0.3	-0.8	•47.1
Tamil Nadu	631.3	638.0	624.4	979.1	-21.3	6.6	-13.6	354.7
Tripura	3.1	3.7	3.6	0.0	1.1	0.6	-0.1	-3.6
Uttar Pradesh	2061.0	2034.0	1998.0	1986.0	134.4	-27.0	-36.0	-12.0
UttaraKhand	256.4	248.0	249.7	224.0	0.4	-8.4	1.7	-25.7
West Bengal	103.9	109.7	121.2	133.8	-10.5	5.8	11.6	12.6
Andaman and Nicobar Islands	0.2	0.2	0.1	#	0.0	0.0	-0.1	#
Dadra and Nagar Haveli	1.8	1.9	1.9	0.0	-0.3	0.1	0.0	-1.9
Delhi	6.2	4.7	3.8	0.0	2.9	-1.5	-0.9	-3.8
Daman and Diu	0.3	0.0	0.3	#	0.0	-0.3	0.3	#
Puducherry	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Others	NA	NA	NA	251.0	NA	NA	NA	251.0
All India	28338.7	26421.7	24761.6	25520.4	663.3	-1917.0	-1660.0	758.7

State/UT	Production (' 000 Tonnes)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	10	11	12	13	14	15	16	17
Andhra Pradesh	4444.0	4227.1	5519.5	5420.5	1126.0	-216.9	1292.4	-99.0
Arunachal Pradesh	84.7	90.5	91.6	0.0	6.1	5.8	1.1	-91.6
Assam	17.0	18.2	23.5	19.8	-0.3	1.2	5.3	-3.7

1	10	11	12	13	14	15	16	17
Bihar	1484.5	1648.3	2510.3	1575.6	-23.6	163.8	862.1	-934.7
Chattisgarh	231.9	209.9	244.7	260.7	50.1	-22.0	34.8	16.0
Goa	0.1	0.1	0.1	#	-0.7	0.0	-0.1	#
Gujarat	2102.6	2232.3	1999.0	2331.2	502.6	129.7	-233.3	332.2
Haryana	1369.0	1387.0	1003.0	1038.0	237.0	18.0	-384.0	35.0
Himachal Pradesh	704.1	752.1	700.8	715.1	140.6	47.9	-51.3	14.3
Jammu and Kashmir	550.9	528.1	537.3	509.0	37.6	-22.8	9.2	-28.3
Jharkhand	278.5	330.1	463.8	489.8	61.6	51.6	133.7	26.0
Karnataka	7845.3	6813.0	6061.0	6393.5	1950.3	-1032.3	-752.0	332.5
Kerala	1.4	0.6	0.3	0.3	-0.8	-0.8	-0.3	0.0
Madhya Pradesh	2166.6	2467.1	2616.2	2433.4	125.4	300.5	149.1	-182.8
Maharashtra	7323.6	6122.0	4429.3	6586.1	1030.3	-1201.6	-1692.7	2156.8
Manipur	41.5	45.9	44.7	0.0	29.8	4.3	-1.1	-44.7
Meghalaya	27.6	28.3	28.7	0.0	-0.6	0.7	0.4	-28.7
Mizoram	13.6	8.4	8.0	#	2.1	-5.2	-0.4	#
Nagaland	145.2	144.0	145.9	0.0	68.4	-1.1	1.9	-145.9
Odisha	360.5	259.4	287.0	320.7	130.2	-101.1	27.6	33.6
Punjab	538.0	552.0	525.0	569.0	10.9	14.0	-27.0	44.0
Rajasthan	8092.5	7464.7	6912.9	6346.8	4185.3	-627.8	-551.8	-566.2
Sikkim	74.8	73.8	78.3	0.0	0.5	-1.0	4.5	-78.3
Tamil Nadu	1556.5	2323.8	1333.0	2864.3	-85.5	767.3	-990.8	1531.3
Tripura	4.1	5.1	4.7	0.0	2.1	1.0	-0.4	-4.7
Uttar Pradesh	3217.6	3566.0	3695.5	3603.3	248.8	348.4	129.5	-92.2
UttaraKhand	335.0	331.0	338.4	299.0	38.0	-4.0	7.4	-39.4
West Bengal	370.4	376.4	434.6	490.9	-33.5	6.0	58.2	56.3
Andaman and Nicobar Islands	0.4	0.3	0.2	#	0.0	-0.1	-0.1	#
Dadra and Nagar Haveli	2.6	1.8	1.8	0.0	0.7	-0.9	0.0	-1.8
Delhi	12.1	6.7	4.7	0.0	8.7	-5.3	-2.0	-4.7
Daman and Diu	0.4	0.0	0.4	#	-0.1	-0.4	0.4	#



1	10	11	12	13	14	15	16	17
Puducherry	0.1	0.1	0.2	0.0	-0.1	0.0	0.0	-0.2
Others	NA	NA	NA	409.2	NA	NA	NA	409.1
All India	43397.1	42014.0	40044.2	42676.3	9848.0	-1383.1	-1969.8	2632.1

## Groundnut

State/UT	Area ('000 Hectares)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	2	3	4	5	6	7	8	9
Andhra Pradesh	1622.0	1307.0	1345.0	1372.0	321.0	-315.0	38.0	27.0
Arunachal Pradesh	0.5	0.5	0.6		0.0	0.0	0.1	-0.6
Assam	NA	NA	NA	#	NA	NA	NA	#
Bihar	0.4	0.8	0.8	1.0	0.0	0.4	-0.1	0.2
Chattisgarh	29.0	28.4	25.3	25.6	0.1	-0.6	-3.1	0.3
Goa	2.9	3.2	3.1	#	0.0	0.3	-0.1	#
Gujarat	1806.0	1686.0	1285.0	1891.0	-16.0	-120.0	-401.0	606.0
Haryana	2.0	3.0	2.8	6.0	0.0	1.0	-0.2	3.2
Himachal Pradesh	0.7	0.1	0.0	0.1	0.5	-0.5	-0.1	0.1
Jammu and Kashmir	NA	NA	NA	NA	NA	NA	NA	NA
Jharkhand	25.5	17.0	23.5	23.1	11.3	-8.5	6.5	-0.4
Karnataka	848.0	677.0	589.0	644.0	30.0	-171.0	-88.0	55.0
Kerala	1.5	1.7	0.8	0.7	0.2	0.2	-0.9	-0.1
Madhya Pradesh	201.6	213.0	205.7	200.0	13.5	11.4	-7.3	-5.7
Maharashtra	357.0	303.0	270.0	277.1	36.0	-54.0	-33.0	7.1
Manipur	1.7	1.8	0.3	#	1.7	0.1	-1.5	#
Meghalaya	NA	NA	NA	#	NA	NA	NA	#
Mizoram	NA	NA	NA	#	NA	NA	NA	#
Nagaland	0.7	0.8	0.8	#	0.0	0.1	0.1	#
Odisha	72.8	66.3	66.4	68.0	-3.5	-6.5	0.1	1.7
Punjab	2.2	2.0	1.7	1.3	-0.3	-0.2	-0.3	-0.4



1	10	11	12	13	14	15	16	17
Jharkhand	23.3	20.4	27.5	27.0	12.6	-2.9	7.1	-0.5
Karnataka	742.0	485.0	395.0	553.0	230.0	-257.0	-90.0	158.0
Kerala	1.9	2.2	1.0	0.9	0.9	0.3	-1.3	-0.1
Madhya Pradesh	301.6	344.6	311.7	198.0	83.7	43.0	-32.9	-113.7
Maharashtra	460.0	351.0	285.0	347.4	101.0	-109.0	-66.0	62.4
Manipur	1.0	1.3	0.6	#	1.0	0.3	-0.7	#
Meghalaya	NA	NA	NA	#	NA	NA	NA	#
Mizoram	NA	NA	NA	#	NA	NA	NA	#
Nagaland	0.7	0.8	0.8	#	0.2	0.1	0.1	#
Odisha	85.6	78.8	81.7	85.5	-3.6	-6.8	2.8	3.8
Punjab	3.9	3.0	3.0	2.3	0.8	-0.9	0.0	-0.7
Rajasthan	681.1	805.4	617.3	900.9	326.6	124.3	-188.1	283.7
Sikkim	NA	NA	NA	#	NA	NA	NA	#
Tamil Nadu	895.7	1060.7	783.2	743.8	5.9	165.0	-277.4	-39.4
Tripura	0.7	0.7	0.7	#	0.2	0.0	0.0	#
Uttar Pradesh	84.0	92.0	94.0	86.0	23.0	8.0	2.0	-8.0
UttaraKhand	1.2	1.0	1.2	1.0	-0.8	-0.2	0.2	-0.2
West Bengal	103.2	105.6	170.5	202.0	-9.8	2.4	64.9	31.5
Andaman and Nicobar Islands	NA	NA	NA	#	NA	NA	NA	#
Dadra and Nagar Haveli	NA	NA	NA	#	NA	NA	NA	#
Delhi	NA	NA	NA	#	NA	NA	NA	#
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	0.8	0.5	0.8	#	-0.1	-0.4	0.3	#
Others	NA	NA	NA	12.4	NA	NA	NA	12.4
All India	8264.8	6963.7	4693.9	9471.6	2836.3	-1301.1	-2269.8	4777.7

## Rapeseed and Mustard

State/UT	Area ('000 Hectares)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	2	3	4	5	6	7	8	9
Andhra Pradesh	7.0	7.0	4.0	3.0	3.0	0.0	-3.0	-1.0

1	2	3	4	5	6	7	8	9
Arunachal Pradesh	27.2	28.0	26.7	#	1.3	0.8	-1.3	#
Assam	238.9	240.5	279.5	257.1	-6.0	1.6	39.0	-22.4
Bihar	87.1	90.3	86.8	90.4	-1.6	3.2	-3.5	3.6
Chattisgarh	51.8	49.8	50.2	45.7	-7.8	-2.0	0.4	-4.5
Goa	NA	NA	NA	#	NA	NA	NA	#
Gujarat	223.0	208.0	213.0	282.0	7.0	-15.0	5.0	69.0
Haryana	504.0	535.0	559.0	541.0	-9.0	31.0	24.0	-18.0
Himachal Pradesh	9.4	9.9	9.0	9.4	0.7	0.5	-0.9	0.4
Jammu and Kashmir	59.6	59.5	59.9	59.9	-0.7	-0.1	0.4	0.0
Jharkhand	110.9	174.5	186.0	207.8	14.6	63.6	11.5	21.8
Karnataka	4.0	4.0	2.0	3.0	-1.0	0.0	-2.0	1.0
Kerala	NA	NA	NA	#	NA	NA	NA	#
Madhya Pradesh	745.0	785.0	784.6	814.0	-45.5	40.0	-0.4	29.4
Maharashtra	8.0	13.0	9.0	10.0	2.0	5.0	-4.0	1.0
Manipur	26.8	27.5	36.0	#	26.4	0.8	8.5	#
Meghalaya	7.2	7.2	7.2	#	0.0	0.0	0.0	#
Mizoram	0.4	0.4	0.3	#	0.0	0.0	-0.1	#
Nagaland	27.1	27.1	27.2	#	-31.5	0.0	0.1	#
Odisha	15.9	10.3	14.6	10.7	3.1	-5.6	4.3	-3.9
Punjab	31.0	29.0	32.0	40.0	1.0	-2.0	3.0	8.0
Rajasthan	3678.6	2502.3	2834.7	2896.4	1368.7	-1176.4	332.5	61.6
Sikkim	5.3	5.4	4.4	#	-0.5	0.1	-1.0	#
Tamil Nadu	0.3	0.4	0.6	0.6	0.0	0.1	0.3	0.0
Tripura	2.0	2.1	2.1	#	0.5	0.1	0.0	#
Uttar Pradesh	604.0	639.0	662.0	625.0	-9.0	35.0	23.0	-37.0
UttaraKhand	14.2	15.0	18.1	14.0	-0.8	0.8	3.1	-4.1
West Bengal	410.8	419.5	446.9	460.0	0.5	8.7	27.5	13.1
Andaman and Nicobar Islands	NA	NA	NA	#	NA	NA	NA	#
Dadra and Nagar Haveli	NA	NA	NA	#	NA	NA	NA	#

1	2	3	4	5	6	7	8	9
Delhi	1.0	4.0	6.8	#	-2.9	3.0	2.9	#
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	NA	NA	NA	#	NA	NA	NA	#
Others	NA	NA	NA	110.6	NA	NA	NA	110.6
All India	6900.5	5893.5	6362.6	6480.5	1312.5	-1007.0	469.1	117.9

State/UT	Production (' 000 Tonnes)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	10	11	12	13	14	15	16	17
Andhra Pradesh	3.6	4.7	2.0	4.0	1.6	1.0	-2.7	2.0
Arunachal Pradesh	24.3	27.6	24.1	#	0.5	3.3	-3.4	#
Assam	138.8	134.7	170.4	150.6	10.2	-4.1	35.7	-19.8
Bihar	89.5	92.9	98.3	93.2	0.1	3.4	5.3	-5.1
Chattisgarh	21.1	21.7	25.8	20.6	-3.9	0.6	4.1	-5.2
Goa	NA	NA	NA	#	NA	NA	NA	#
Gujarat	349.0	327.0	361.0	446.0	8.0	-22.0	34.0	85.0
Haryana	942.0	747.0	962.0	974.0	93.0	-195.0	215.0	12.0
Himachal Pradesh	5.0	6.1	4.7	5.5	2.5	1.1	-1.4	0.8
Jammu and Kashmir	50.7	50.6	48.9	48.8	3.1	-0.1	-1.7	-0.1
Jharkhand	72.4	117.0	145.7	142.0	16.7	44.6	28.7	-3.7
Karnataka	2.0	1.0	1.0	1.0	0.0	-1.0	0.0	0.0
Kerala	NA	NA	NA	#	NA	NA	NA	#
Madhya Pradesh	855.1	869.6	919.2	901.9	6.2	14.5	49.6	-17.3
Maharashtra	3.0	4.0	2.0	4.0	1.0	1.0	-2.0	2.0
Manipur	20.9	21.0	30.2	#	20.7	0.1	9.2	#
Meghalaya	4.9	4.9	4.8	#	0.0	0.0	0.0	#
Mizoram	0.3	0.3	0.2	#	0.0	0.0	-0.1	#
Nagaland	27.1	27.3	27.4	#	-19.8	0.1	0.2	#

1	10	11	12	13	14	15	16	17
Odisha	3.3	2.2	4.0	2.7	0.6	-1.1	1.8	-1.3
Punjab	41.0	37.0	41.0	52.0	2.0	-4.0	4.0	11.0
Rajasthan	4369.7	2976.3	3814.6	3635.9	1421.5	-1393.4	838.3	-178.7
Sikkim	4.2	4.3	3.5	#	-1.1	0.1	-0.8	#
Tamil Nadu	0.1	0.1	0.1	0.2	0.0	0.0	0.1	0.1
Tripura	1.5	1.7	1.7	#	0.4	0.2	0.0	#
Uttar Pradesh	717.0	726.0	836.0	743.0	35.0	9.0	110.0	-93.0
Uttarakhand	11.4	13.0	16.9	13.0	-0.6	1.6	3.9	-3.9
West Bengal	419.6	380.9	474.8	490.0	-23.4	-38.7	93.9	15.2
Andaman and Nicobar Islands	NA	NA	NA	#	NA	NA	NA	#
Dadra and Nagar Haveli	NA	NA	NA	#	NA	NA	NA	#
Delhi	1.3	4.9	8.6	#	-3.6	3.6	3.7	#
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	NA	NA	NA	#	NA	NA	NA	#
Others	NA	NA	NA	100.6	NA	NA	NA	100.6
All India	8178.7	6603.7	8028.9	7828.9	1570.6	-1575.0	1425.2	-200.0

## Soyabean

State/UT	Area ('000 Hectares)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	2	3	4	5	6	7	8	9
Andhra Pradesh	128.0	130.0	159.0	245.0	-28.0	2.0	29.0	86.0
Arunachal Pradesh	2.6	2.7	3.0	#	0.0	0.1	0.3	#
Assam	NA	NA	NA	NA	NA	NA	NA	NA
Bihar	NA	NA	NA	NA	NA	NA	NA	NA
Chattisgarh	106.3	100.4	106.3	106.6	-1.7	-5.9	5.9	0.3
Goa	NA	NA	NA	#	NA	NA	NA	#
Gujarat	84.0	42.0	47.0	82.0	-3.0	-42.0	5.0	35.0

1	2	3	4	5	6	7	8	9
Haryana	NA	NA	NA	NA	NA	NA	NA	NA
Himachal Pradesh	0.6	0.6	0.6	0.6	0.0	0.0	0.0	0.0
Jammu and Kashmir	NA	NA	NA	NA	NA	NA	NA	NA
Jharkhand	0.1	0.2	0.7	0.6	-0.4	0.1	0.6	-0.1
Karnataka	168.0	191.0	170.0	210.0	-16.0	23.0	-21.0	40.0
Kerala	NA	NA	NA	NA	NA	NA	NA	NA
Madhya Pradesh	5559.9	5669.1	6031.7	6380.0	210.4	109.2	362.6	348.3
Maharashtra	2729.0	3010.0	3219.0	3917.0	-290.0	281.0	209.0	698.0
Manipur	4.4	4.8	7.5	#	4.4	0.4	2.7	#
Meghalaya	1.1	1.1	1.1	#	0.0	0.0	0.0	#
Mizoram	1.4	1.1	1.1	#	0.1	-0.3	-0.1	#
Nagaland	24.4	24.5	24.7	#	0.2	0.1	0.2	#
Odisha	NA	NA	0.3	0.3	NA	NA	NA	0.0
Punjab	NA	NA	NA	NA	NA	NA	NA	NA
Rajasthan	765.5	897.1	1039.8	1175.1	-12.9	131.6	142.7	135.3
Sikkim	4.2	3.9	3.9	#	0.2	-0.3	0.0	#
Tamil Nadu	0.3	0.2	NA	NA	0.3	-0.1	NA	NA
Tripura	NA	NA	NA	#	NA	NA	NA	#
Uttar Pradesh	11.0	18.0	14.0	26.0	4.0	7.0	-4.0	12.0
UttaraKhand	9.7	12.0	10.5	15.0	-1.3	2.3	-1.5	4.5
West Bengal	0.5	0.5	0.6	0.6	0.0	-0.1	0.1	0.0
Andaman and Nicobar Islands	NA	NA	NA	#	NA	NA	NA	#
Dadra and Nagar Haveli	NA	NA	NA	#	NA	NA	NA	#
Delhi	NA	NA	NA	#	NA	NA	NA	#
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	NA	NA	NA	#	NA	NA	NA	#
Others	NA	NA	NA	41.2	NA	NA	NA	41.2
All India	9601.0	10109.1	10840.7	12199.9	-133.6	508.1	731.6	1359.2

State/UT	Production (' 000 Tonnes)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	10	11	12	13	14	15	16	17
Andhra Pradesh	218.0	210.0	289.0	394.0	89.0	-8.0	79.0	105.0
Arunachal Pradesh	3.5	4.0	4.5	#	0.4	0.5	0.5	#
Assam	NA	NA	NA	NA	NA	NA	NA	NA
Bihar	NA	NA	NA	NA	NA	NA	NA	NA
Chattisgarh	124.4	75.6	128.1	119.5	21.2	-48.8	52.5	-8.6
Goa	NA	NA	NA	#	NA	NA	NA	#
Gujarat	68.0	33.0	47.0	59.0	-2.0	-35.0	14.0	12.0
Haryana	NA	NA	NA	NA	NA	NA	NA	NA
Himachal Pradesh	0.8	1.0	0.9	1.0	0.3	0.2	-0.1	0.1
Jammu and Kashmir	NA	NA	NA	NA	NA	NA	NA	NA
Jharkhand	0.0	0.1	0.9	0.5	-0.1	0.0	0.8	-0.4
Karnataka	147.0	172.0	178.0	237.0	65.0	25.0	6.0	59.0
Kerala	NA	NA	NA	NA	NA	NA	NA	NA
Madhya Pradesh	6669.8	6280.6	7800.1	5368.8	263.5	-389.2	1519.5	-2431.4
Maharashtra	4316.0	3969.0	4670.8	4665.1	2119.0	-347.0	701.8	-5.7
Manipur	4.1	5.1	0.8	#	4.1	1.0	-4.3	#
Meghalaya	1.2	1.8	1.2	#	0.0	0.6	-0.6	#
Mizoram	2.7	1.4	1.5	#	0.7	-1.3	0.1	#
Nagaland	30.4	30.7	30.9	#	5.4	0.3	0.2	#
Odisha	NA	NA	0.2	0.2	NA	NA	NA	NA
Punjab	NA	NA	NA	NA	NA	NA	NA	NA
Rajasthan	1118.1	1385.2	1468.6	1022.9	203.5	267.1	83.4	-445.8
Sikkim	3.7	3.5	3.6	#	-0.4	-0.2	0.1	#
Tamil Nadu	NA	NA	NA	NA	NA	NA	NA	NA
Tripura	NA	NA	NA	#	NA	NA	NA	#
Uttar Pradesh	14.0	22.0	19.0	15.0	6.0	8.0	-3.0	-4.0



1	10	11	12	13	14	15	16	17
UttaraKhand	14.4	18.0	20.9	22.0	-3.6	3.6	2.9	1.1
West Bengal	0.3	0.6	0.5	0.6	0.0	0.3	-0.1	0.1
Andaman and Nicobar Islands	NA	NA	NA	#	NA	NA	NA	#
Dadra and Nagar Haveli	NA	NA	NA	#	NA	NA	NA	#
Delhi	NA	NA	NA	#	NA	NA	NA	#
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	NA	NA	NA	#	NA	NA	NA	#
Others	NA	NA	NA	42.6	NA	NA	NA	42.6
All India	12736.4	12213.5	14666.4	11948.0	2771.9	-522.9	2452.9	-2718.4

## Oilseeds

State/UT	Area ('000 Hectares)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	2	3	4	5	6	7	8	9
Andhra Pradesh	2319.0	1945.0	1945.0	1936.0	247.0	-374.0	0.0	-9.0
Arunachal Pradesh	31.6	32.5	32.3	0.0	1.1	0.9	-0.2	-32.3
Assam	266.7	268.3	306.2	284.6	-8.7	1.6	37.9	-21.6
Bihar	130.0	133.4	128.0	120.8	-8.8	3.4	-5.4	-7.2
Chattisgarh	316.5	308.3	297.5	288.8	-13.6	-8.2	-10.8	-8.8
Goa	2.9	3.2	3.1	#	0.0	0.3	-0.1	#
Gujarat	2893.0	3131.0	2452.0	3096.0	100.0	238.0	-679.0	644.0
Haryana	519.5	553.0	580.2	554.3	-13.9	33.5	27.2	-25.9
Himachal Pradesh	15.0	14.9	13.5	14.2	1.0	-0.1	-1.4	0.7
Jammu and Kashmir	64.6	64.6	64.8	64.6	-0.6	0.1	0.2	-0.2
Jharkhand	182.0	228.9	250.6	267.7	40.6	46.8	21.7	17.1
Karnataka	1624.0	1416.0	1422.0	1428.0	-377.0	-208.0	6.0	6.0
Kerala	2.0	1.9	1.0	0.8	0.1	-0.1	-0.9	-0.2
Madhya Pradesh	7029.9	7201.6	7534.4	7828.0	264.8	171.7	332.8	293.6

1	2	3	4	5	6	7	8	9
Maharashtra	3615.0	3667.0	3806.0	4468.1	-269.0	52.0	139.0	662.1
Manipur	34.5	35.9	44.1	0.0	33.6	1.4	8.2	-44.1
Meghalaya	10.0	9.9	10.0	0.0	0.1	-0.1	0.0	-10.0
Mizoram	3.2	2.5	2.1	#	0.4	-0.7	-0.4	#
Nagaland	63.7	64.0	64.5	0.0	-37.6	0.3	0.5	-64.5
Odisha	290.4	250.7	243.3	227.4	-1.9	-39.7	-7.5	-15.9
Punjab	53.5	50.0	51.4	56.4	-8.1	-3.5	1.4	5.0
Rajasthan	5488.4	4622.7	4912.2	5084.7	1355.4	-865.8	289.6	172.5
Sikkim	9.5	9.3	8.2	0.0	-0.3	-0.2	-1.1	-8.2
Tamil Nadu	449.4	449.2	388.5	425.8	-45.6	-0.2	-60.6	37.3
Tripura	4.6	4.7	4.8	0.0	1.2	0.0	0.2	-4.8
Uttar Pradesh	1105.0	1129.0	1147.0	1072.0	21.0	24.0	18.0	-75.0
UttaraKhand	27.2	30.0	32.2	32.0	-1.8	2.8	2.2	-0.2
West Bengal	671.6	676.1	732.1	784.7	-11.0	4.5	56.0	52.6
Andaman and Nicobar Islands	NA	NA	NA	#	NA	NA	NA	#
Dadra and Nagar Haveli	0.1	0.2	0.1	0.0	-0.1	0.1	-0.1	-0.1
Delhi	1.0	4.0	6.8	0.0	-2.9	3.0	2.9	-6.8
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	0.5	0.4	0.4	0.0	-0.1	-0.1	0.0	-0.4
Others	NA	NA	NA	176.5	NA	NA	NA	176.2
All India	27224.3	26308.2	26484.4	28211.4	1265.3	-916.1	176.2	1727.0

\* 3rd advance estimates as on 15.05.2014.

# included in others.

NG : Not grown.

NA: Not available.

State/UT	Production (' 000 Tonnes)							
	2010-11	2011-12	2012-13	2013-14*	Increase/Decrease over Previous Year			
					2010-11	2011-12	2012-13	2013-14*
1	10	11	12	13	14	15	16	17
Andhra Pradesh	1995.6	1264.7	1651.1	1822.0	495.6	-731.0	386.4	170.9
Arunachal Pradesh	29.1	33.0	29.3	0.0	0.8	3.9	-3.7	-29.3

1	10	11	12	13	14	15	16	17
Assam	153.6	149.5	186.8	166.7	8.9	-4.1	37.2	-20.1
Bihar	136.3	139.5	143.3	121.3	-8.4	3.2	3.8	-22.0
Chattisgarh	217.2	169.5	215.0	200.5	16.8	-47.7	45.5	-14.6
Goa	8.3	8.0	7.5	#	0.2	-0.3	-0.5	#
Gujarat	4896.1	5035.0	2705.0	6912.0	1799.1	138.9	-2330.0	4207.0
Haryana	963.8	771.0	993.1	992.5	86.3	-192.8	222.1	-0.6
Himachal Pradesh	7.7	8.6	6.9	8.0	3.9	0.9	-1.7	1.1
Jammu and Kashmir	53.0	53.4	51.1	50.8	3.3	0.4	-2.3	-0.3
Jharkhand	113.7	155.5	197.2	188.9	34.2	41.8	41.7	-8.3
Karnataka	1270.0	942.0	919.6	1152.0	265.0	-328.0	-22.4	232.4
Kerala	2.1	2.4	1.1	0.9	0.9	0.3	-1.3	-0.2
Madhya Pradesh	8035.4	7727.8	9276.0	6655.0	399.2	-307.6	1548.2	-2621.0
Maharashtra	5040.0	4485.0	5086.8	5163.5	2226.0	-555.0	601.8	76.7
Manipur	26.7	28.3	32.1	0.0	26.0	1.6	3.8	-32.1
Meghalaya	7.1	7.6	6.9	0.0	0.1	0.5	-0.7	-6.9
Mizoram	3.8	2.4	2.2	#	0.8	-1.4	-0.2	#
Nagaland	66.3	66.8	67.5	0.0	-18.3	0.5	0.7	-67.5
Odisha	179.8	165.8	170.3	166.7	7.7	-14.0	4.5	-3.6
Punjab	71.5	68.0	69.4	75.8	-11.9	-3.5	1.4	6.3
Rajasthan	6604.8	5744.5	6364.6	5903.3	2197.6	-860.3	620.1	-461.3
Sikkim	7.9	7.8	7.1	0.0	-1.5	-0.1	-0.7	-7.1
Tamil Nadu	933.1	1113.7	816.9	789.8	-6.5	180.7	-296.8	-27.1
Tripura	3.4	3.5	2.4	0.0	0.9	0.1	-1.1	-2.4
Uttar Pradesh	919.4	935.0	1030.5	913.2	103.4	15.6	95.5	-117.3
UttaraKhand	27.5	32.5	39.7	37.0	-5.5	5.0	7.3	-2.7
West Bengal	703.6	672.4	850.7	926.9	-23.5	-31.2	178.3	76.2
Andaman and Nicobar Islands	NA	NA	NA	#	NA	NA	NA	#
Dadra and Nagar Haveli	0.1	0.1	0.1	0.0	-0.1	0.1	-0.1	-0.1
Delhi	1.3	4.9	8.6	0.0	-3.6	3.6	3.7	-8.6

1	10	11	12	13	14	15	16	17
Daman and Diu	NA	NA	NA	#	NA	NA	NA	#
Puducherry	0.9	0.5	0.8	0.0	-0.2	-0.4	0.3	-0.8
Others	NA	NA	NA	167.5	NA	NA	NA	167.6
All India	32479.0	29798.7	30937.7	32414.3	7597.3	-2680.3	1139.0	1476.6

\* 3rd advance estimates as on 15.05.2014.

# included in others.

NG : Not grown.

NA: Not available.

### Statement – II

#### *Production and Productivity of Major Cereals and Oilseeds in India vis-a-vis Developed Countries During 2012*

Country	Production ('000 Tonnes)								
	Groundnut (With Shells)	Maize	Mustard Seed	Rapeseed	Paddy	Jowar	Wheat	Coarse Grain	Oilseeds Primary
1	2	3	4	5	6	7	8	9	10
Australia	25	451	-	3427	919	2239	29905	12548	1636
Canada	-	11703	118	15410	-	-	27013	23054	6978
China	16857	208235	16	14000	205985	2004	120583	216074	17437
France	0	15614	14	5463	123	239	40301	30558	2793
India	4695	22258	-	8029	157847	5282	93507	40044	30941
Japan	17	-	-	2	10654	-	858	218	48
United Kingdom	-	-	-	2557	-	-	13261	6254	986
USA	3058	273832	14	1112	9048	6272	61755	286158	17567

Country	Productivity (Kg./Hectare)								
	Groundnut (With Shells)	Maize	Mustard Seed	Rapeseed	Paddy	Jowar	Wheat	Coarse Grain	Oilseeds Primary
1	2	3	4	5	6	7	8	9	10
Australia	2234	6465	-	1453	8910	3445	2151	2315	528
Canada	-	8361	919	1839	-	-	2888	4812	659
China	3569	5955	681	1918	6741	4245	4995	5652	666

1	2	3	4	5	6	7	8	9	10
France	-	9085	2813	3399	5952	5668	7599	7435	1138
India	995	2566	-	1262	3692	850	3117	1617	1168
Japan	2410	2615	-	1162	6739	-	4100	1786	325
United Kingdom	-	-	-	3382	-	-	6657	5443	1258
USA	4699	7744	675	1588	8349	3128	3115	7270	476

Note: Figures for India are as per official estimates for 2012-13 released by Ministry of Agriculture, Govt. of India

#### Recommendations of R&R Sub Group

646. SHRIMATI DARSHANA VIKRAM JARDOSH: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Environment Sub-group and Resettlement and Rehabilitation (R&R) Sub-Group of the Narmada Control Authority (NCA) have recommended for further raising the height of the Dam to the next stage *i.e.*, phase-I construction; and

(b) if so, the details thereof along with the action proposed to be taken by the Government to expedite the requisite permission from NCA for completion of the Dam?

THE MINISTER OF STATE OF THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) Yes, Madam.

(b) The Environment Sub-Group had conveyed its clearance on 1.4.2010. The Chairman R&R Sub-Group and Secretary, Department of Social Justice and Empowerment conveyed the decision of the R&R Sub-Group in the meeting of the NCA held on 12.6.2014. The following decision of the NCA was conveyed to the Sardar Sarovar Narmada Nigam Limited:

"The Sardar Sarovar Narmada Nigam Limited is permitted to carry out Phase-I proposal comprising Construction of piers, overhead bridge and installation of gates in open or raised position at SSP as per the approved design. The project authorities should comply with the conditions as laid down by the two Sub-Group of NCA. Particular care may be taken in Preparing plan to provide timely safeguard in case of untoward/unforeseen incident."

[Translation]

#### Ancient Places of Worship

647. SHRI HARISHCHANDRA CHAVAN: Will the Minister of CULTURE be pleased to state:

(a) whether the Government has identified all the ancient places of worship in the country;

(b) if so, the details thereof;

(c) whether many ancient places of worship in various parts of the country are not under the protection of Archaeological Survey of India (ASI);

(d) if so, the details thereof and the reasons therefor; State/UT-wise; and

(e) the details of ancient worship places/temples identified in the country during the last three years, location-wise?

THE MASTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) and (b) There are 3680 monuments/sites declared as of national importance under the provisions of the Ancient Monuments, Archaeological Sites and Remains Act of 1958 within the jurisdiction of the Archaeological Survey of India (ASI). Out of these, 955 monuments/sites have been identified as places of worship in the Country. the details are given in the enclosed Statement.

(c) Yes, Madam. Many ancient places of worship in various parts of the country are not under the protection of ASI and no data is available with ASI about these places of worship.

(d) Does not arise.

(e) During the last three years, out of five monuments declared as of national importance, only

Motijheel and Jama Mosque, Murshidabad, West Bengal have been identified as place of worship.

**Statement**

*List of Centrally Protected Monuments/Sites Identified as Places of Worship in the Country*

S. No.	Name of Circle	Number of Monuments
1.	Agra Circle	68
2.	Aurangabad Circle	113
3.	Bangalore Circle	81
4.	Bhopal Circle	33
5.	Bhubaneswar Circle	35
6.	Chandigarh Circle	29
7.	Chennai Circle	81
8.	Dehradun Circle	24
9.	Delhi Circle	35
10.	Dharwad Circle	109
11.	Mini-goia Circle	3
12.	Guhawati Circle	8
13.	Hyderabad Circle	35
14.	Jaipur Circle	27
15.	Kolkata Circle	89
16.	Lucknow Circle	27
17.	Patna Circle	12
18.	Raipur Circle	8
19.	Srinagar Circle	27
20.	Thrissur Circle	13
21.	Vadodara Circle	98
Total		955

**Grants for Development of Youths**

648. SHRI DILIPKUMAR MANSUKHLAL GANDHI: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the details of funds earmarked/allocated/released for the development of youths in Maharashtra during each of the last three years;

(b) the details of the funds utilized in this regard and the achievements made thereunder;

(c) whether some proposals from the State Government of Maharashtra are pending in the Ministry;

(d) if so, the details thereof; and

(e) the time by which the said proposal are likely to be cleared?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) and (b): The details of funds released/utilized under National Programme for Youth and Adolescent Development (NPYAD) Scheme for the development of youths in Maharashtra during each of the last three years are given as under. The funds released to various organisations are utilized for conducting different programmes viz. Youth Leadership and Personality Development; Promotion of National Integration; Promotion of Adventure and Development and Empowerment of Adolescents under NPYAD Scheme.

(Rs. in lakhs)

Name of the State	2011-12	2012-13	2013-14
Maharashtra	79.00	60.00	71.11

(c) to (e): Department of Youth Affairs under the Ministry of Youth Affairs & Sports invited proposals for giving financial assistance during 2013-14 under NPYAD Scheme. State Government of Maharashtra recommended 34 proposals. Out of which 12 eligible proposals were considered for release of funds during the financial year 2013-14. The balance 8 pending proposals which were found eligible have been considered and sanctions have been issued on 11th July, 2014.

**Grants to Non-Governmental Organisations**

649. SHRI CHANDRAKANT KHAIRE: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government provides financial assistance to any Non-Governmental Organisations (NGOs) involved in implementing various schemes;

(b) if so, the details thereof during the last three years including Maharashtra, NGO and State-wise;

(c) the details of the work being carried out by these NGOs;

(d) whether the Government has conducted any review of the functioning of the said NGOs; and

(e) if so, the outcome of the said review?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) to (c) Yes, Madam. The Department of Youth Affairs, Ministry of Youth Affairs & Sports provides financial assistance to Non-Governmental Organisations (NGOs) for conducting various programmes viz. Youth Leadership and Personality Development; Promotion of National Integration; Promotion of Adventure; Development and Empowerment of Adolescent; and Technical and Resource Development under National Programme for Youth and Adolescent Development (NPYAD) Scheme. The details of Financial Assistance released to NGOs during the last three years including Maharashtra is given at the enclosed Statement-I

Similarly, Department of Sports provides financial assistance to NGOs under the Scheme of Sports and Games for the Disabled. Under this scheme, grants are provided for sports coaching and purchase of consumables & non-consumable sports equipment for Schools, for training of Coaches and for holding District, State & National level competitions for the disabled. The details of Financial Assistance released to NGOs during the last three years including Maharashtra is given at the enclosed Statement-II.

(d) and (e) : Grants to NGOs are given only after scrutiny of audited statement of accounts and submission of utilization certificate to the effect that the grants were utilized for the purpose for which it is sanctioned. The utilization of grants under the Scheme of Sports and Games for the Disabled is regularly monitored by the Department. Reports from State Disability Commissioners are also obtained on the functioning of the institutes and utilization of Government funds by them.

**Statement – I**

*Funds Released to State Level NGOs under NPYAD Scheme During 2011-12 - Nil Funds Released to State Level NGOs under NPYAD Scheme During 2012-13 - Nil*

*Funds Released to State Level NGOs under NPYAD Scheme During 2013-14*

S. No.	Name & Address of the grantee	Amount Released (in rupees)
1	2	3
<b>Bihar</b>		
1.	Sigma Development Society	228000
<b>Maharashtra</b>		
2.	Aishwariya Bahuuddeshiya Sanstha	105300
3.	Matoshri Janabai Sevabhavi Sanstha	105300
4.	Rashtramata Rajmata Jijau Bahuuddeshiya Sevabhavi Sanstha	105300
5.	Vatsalya Sindhu Mahila Bahuuddeshiya Sevabhavi Sanstha	117000
6.	Shram Bahuuddheshiya Sanstha	105300
7.	Sarswati Mahila Mandal	105300
8.	Ekta Yuva Mandal	205200
9.	Janseva Education Society	155700
10.	Lok Vikas Pratishthan	176828
11.	Adarsh Jivan Bahuuddheshiya Sanstha	105300
12.	Shree Vaishnavi Mahila wa Adiwasi Vikas Sanstha	150000
<b>Odisha</b>		
13.	Sahayoga INDIA	228000
14.	Pragati Yuba Chakra	228000
15.	SOPUTRA	228000

1	2	3	1	2	3
16.	SIVA, Kathagada	228000	41.	Social Organisation for Voluntary Action(SOVA)	228000
17.	MOTHER, Samantarapur-751001	117000	42.	Brothers Institute of Rural Affairs	228000
18.	Society for Tribal and Youth Action (SATYA)	176875	43.	Adivasi Harijan Meditative Institute for Social Action Management (AHIMSA)	159188
19.	BASUMATA	97500	44.	Social Welfare Development Organization(SWDO)	228000
20.	AAKASH	228000	45.	Govinda Pradhan Smruti Sansad	205200
21.	Youth Council for Rural Mutual Action & Aids	176875	46.	Krushi Adivasi Self help Society (KASS)	205200
22.	Nari Mangal Mahila Samity	228000	47.	Social Welfare Association for Poor and Nible Activities (SWAPNA)	159188
23.	SADHANA	146000	48.	Akhandalmani Jubak Sangha	228000
24.	Gopinath Club	228000	49.	SHARE(Society for Human Advancement & ural Education)	159188
25.	Swapneswar Sangita Kalapitha	205200	50.	Society for Humanitarian Action Rehabilitation & Empowerment, (SHARE)	176875
26.	Utkalmani Gramaseva Jubak Sangha	228000	51.	United Rural Development Organization, (URDO)	228000
27.	BISWAAS	176875	52.	Women's Welfare Institute	131125
28.	Bikalpa Bikash	177125	53.	The Lifeline Mission	115200
29.	Thermal Youth Club(TYC)	228000	54.	Udyogika	176875
30.	Voluntary Institute of Rural Development(VIRD)	228000	55.	Gangotree	228000
31.	Sri Sri Jadimahal Youth Club	228000	56.	Indian Management and Technical Society (IMTS)	228000
32.	Ramakrishna Sevashram	100000	57.	Gandhiji Seva Parisad	228000
33.	Aruna Jubak Sangha	228000	58.	ANUPAMA	228000
34.	RADHA	228000	59.	WELCOME	117000
35.	National Organisation for Welfare Services	176875	60.	MUKTI	228000
36.	Social Awareness Institution	128000	61.	SANKALP	228000
37.	Council of Cultural Growth and Cultural Relations	196475			
38.	Adibasi Harijana Institute & National Social Action (AHINSA)	176875			
39.	The Chetna	196475			
40.	Janajagaran Kendra	117000			



1	2	3	1	2	3
62.	SIDHARTA	228000	87.	Bhadri Purba Para Anandamayee Sangha (BPPAS)	228000
63.	Institute of Social Work & Action Research (ISWAR)	115200	88.	Bitan Institute for Training, Awareness & Networking	113500
64.	Arun Institute of Rural Affairs	228000	89.	Mallabpur People Rural Development Society	196475
65.	Unique Vikas Sansthan	205200	90.	Trilochanpur Association for Development in Social Welfare	176828
66.	Nehru Yuva Club	205200	91.	P.V.I. Pathari Vocational Institute	228000
67.	Bharti Gramotthan Samajik Vikas Sansthan	205200	92.	Janasathi	86500
68.	Daraganj Gramodyog Vikas Sansthan	111150	93.	Karimganj Saptha Barna Welfare Organisation	228000
69.	Surya Vikas Samiti	227250	94.	Global Health Immunisation & Population Control Organisation (GHIPCO)	191250
70.	Nehru Yuva Mandal	205200	95.	Dristi Foundation	228000
71.	Nehru Yuva Mahila Samiti	205200	96.	Al-Amin Library Foundation	128000
72.	Arzoo Prashikshan Kendra	205200	97.	Adarsha Samaj Kalyan Samity	176875
73.	Manav Kalyan Siksha Samiti	131625	98.	De-Novo, Nagaon	176875
74.	Mahila Utthan Sansthan	228000	99.	Cosmos Mission	228000
75.	Ujala Sewa Sansthan	196475	100.	Global Health & Education Centre (GHEC)	128000
76.	Bhavishya Educational & Charitable Society	228000	101.	Jaluguti Agragami Mahila Samity	196475
77.	Motherchak Naboday Kishalay Sangha	111150	102.	Rupahi Kohinoor Club	176875
78.	People's Participation	151875	103.	Village Council, A Social Mission	117000
79.	Mahammadpur Development Mahila Samity	228000	104.	Pratikshya	117000
80.	Howrah Central Supravat	162500	105.	Mahila Mandal, Nagaon	117000
81.	Lina Unnayan Kendra	105300	106.	Bahumukhi Krishi Am Samaj Kalyan Samity	228000
82.	Ichapur Brahmanpara Silpa Niketan	105300			
83.	Khardah Public Cultural & Welfare Association (KPCWA)	196475			
84.	Narayantala Mass Communication Society	196475			
85.	Gorainagar Agnibina Sangha	146250			
86.	Vishwa Bharati Seva Kendra (VBSK)	216600			

1	2	3	1	2	3
107.	Manipur Scheduled Caste Welfare Association (MASCWA)	228000	115.	Kasturba Gandhi Seva Ashram	228000
108.	Sangai Foundation	228000	116.	Auxiliary Service for Human Affairs (ASHA)	228000
109.	Society for Young Generation Upliftment	225000	117.	Goodwill Society	117000
110.	Mayai Lambi Integrated Development Organisation	228000	118.	Vikehie Welfare Society	228000
111.	The Women Welfare and Development Organisation (WOWEDO)	228000	119.	Hills of the Backward People	117000
112.	Centre for Development Activities (CDAC)	228000	120.	East Zone Sports & Games Development Association	228000
113.	The Lamjing Thawan Association	117000	121.	Vimhazo Multipurpose Society	196475
114.	Council for Development of Poor and Labourers	228000	122.	Women Welfare Society	228000
			123.	Enyathung Women Society	228000
			124.	Charity Welfare Society	228000
			125.	Youth Development Society of Sikkim (YODESS)	117000
			Total		₹2,29,71,678

**Statement – II**

*Grants Released under the Scheme of Sports & Games for Persons with Disabilities During the Year of 2011-12 to 2013-14.*

S. No.	Name of State/UT	Name of Organization	Grant released as per Scheme (In Rs.)		
			2011-12	2012-13	2013-14
1	2	3	4	5	6
1.	Andhra Pradesh	Nirman Association for the Mentally Handicapped, Hyderabad.	146250	Nil	194250
2.	Assam	Kachajuli Physically Handicapped (Deaf & Dump) School & Training Centre, Lakhimpur.	196000	236250	20050
3.		Bikalanga Kalyan Kendra, Lakhimpur.	207890	315000	315000
4.		Ashadeep School for the Mentally Disabled, Guwahati.	248830	314496	260260
5.	Bihar	Child Concern (Institute for Child Development, Patna.	Nil	315000	Nil
6.		Bihar Disabled Sports Academy, Patna.	Nil	315000	Nil
7.		Buddham Sharnam, Gaya	236250	270000	Nil

1	2	3	4	5	6
8.		Viklang Samman Sansthan, Nawada.	236250	275000	Nil
9.		Umag Bal Vikas, Patna	236250	314800	Nil
10.	Chandigarh	Society for the Blind, Sector -26 Chandigarh.	309154	236250	180000
11.	Delhi	J.P.M Sr. Secondary School For the Blind, Lalbahadur Shastri Marg.	Nil	175144	Nil
12.		School for the Handicapped, Rohini.	315000	228697	Nil
13.		School for the Mentally retarded Children, Mayur vihar Phase I.	181255	146250	Nil
14.	Goa	Gujarati Samaj Educational Trust for the Handicapped, Aquem, Margao.	101380	206250	168956
15.		Caritas-Goa for St. Xavier's Academy, Kadamba Road, Old Goa.	Nil	Nil	18750
16.	Gujarat	Khodiyar Education Trust, Mehsana,	275000	236250	305000
17.	Haryana	BIITS Vocational Educational Institute, Kalanaur, Rohtak.	Nil	Nil	Nil
18.		Modern Education Society, Kharkoda, Sonapat.	Nil	Nil	Nil
19.	Himachal Pradesh	Sahyog Bal Shravan Sahyog Bal Shravan Vikalang Kalyan Samiti. Nagchala, NH-21.	290960	236250	313424
20.		Nav-Chetna Parents Association for the Mentally challenged, Kullu HP.	Nil	307363	274390
21.		Chinmaya Organisation for Rural Development (CORD), Dist Kangra	Nil	312335	285447
22.		Chander Abha Memorial School for Blind, Kullu.	236250	285000	Nil
23.		Prem Ashram, Institute of Sisters of Charity, UNA.	397750	236170	231583
24.	Jammu and Kashmir	Prerna Institute of Rehabilitation & Research, R.S.Pura JAMMU.	236250	315000	
25.		Humanity Welfare Organisation Help Line, Anantnag, J&K..	146250	283545	Nil
26.	Jharkhand	Zila Vikalang Residential School, Jailhata, Palamau.	40000	215000	276517
27.		Madhur Muskan, Main Road Ranch i.	146250	165000	Nil

1	2	3	4	5	6
28.		Jharkhand Disabled Sports, Briyatu, Ranchi.	236250	275000	310500
29.	Kerala	KARUNA SPEECH AND HEARING SCHOOL FOR THE DEAF, Eranhipalam, Calicut.	240076	275000	Nil
30.		TA'LEEMUL ISLAM TRUST, KANNUR, VILAYANCODE, KANNUR.	236250	108711	Nil
31.		WAYANAD ORPHANAGE, Muttill, Wayanad.	236250	Nil	Nil
32.	Madhya Pradesh	Sahyog Vishesh AAWASJYA VIDYALAYA (Drastibandhitharth), Hoshangabad.	236250	315000	296500
33.		Chingari Trust, Bhopal	Nil	220197	253110
34.		Sneh Shikha and Manav Seva Sansthan, Reva.	78750	236250	240000
35.		Vikalang Seva Bharti M.P, Jabalpur.	Nil	315000	261450
36.		Amar Jyothi School, Gwalior.	39000	236250	Nil
37.	Maharashtra	Maji Vidyarthi Sangh, Pimpalgaon (Hare), Jalgaon.	Nil	Nil	Nil
38.		Institute of Rural Pediatrics, Pune.	Nil	Nil	Nil
39.		Sahyadri Adivasi Gramin Vikas Pratishthan Manchar, Pune.	195000	Nil	123440
40.	Manipur	Bliss Island School, Churachandpur.	295000	315000	303500
41.		Regional Institute of Handicapped Persons (RIHP), Yairipok.	121633	236250	315000
42.		Achievement of Rising Maiden (ARM), Imphal.	236250	315000	315000
43.		Society for Empowerment of the Disabled, Phiwangbam, Moirang.	Nil	315000	315000
44.		Spastic Society of Manipur, Ghari, IMPHAL	Nil	315000	315000
45.	Meghalaya	DWAR JINGKYRMEN, SCHOOL FOR CHILDREN IN NEED OF SPECIAL EDUCATION, SHILLONG.	236250	Nil	254881
46.		Bethani Society, Shillong.	236250	236250	290775

1	2	3	4	5	6
47.		Lynti Jingkyrmen, School for Children in need of Special Education, West Khasi Hills	146250	114443	Nil
48.	Mizoram	SPASTICS SOCIETY OF MIZO RAM, Aizawl,	236250	315000	305920
49.		Special Blind School (Samaritans Association for the blind), Durtlang Venglai.	118125	185625	Nil
50.	Odisha	Open Learning Systems, Khurda.	239900	Nil	315000
51.		Open Learning Systems, Puri,	236250	Nil	302915
52.		Bhima Bhoi School or the Blind Unit IX, Bhubaneswar.			136250
53.	Punjab	Umang School, Faridkot (Mentally retarded).	128000	Nil	154632
54.		Ujala School, Faridkot (Visually handicapped).	99000	129966	363717
55.		Umeed Red Cross School, Faridkot (Deaf and Dumb).	82300	145635	168558
56.		Sant Educational And Welfare Society, 10, Pacca Bagh, Ropad.	Nil	290838	289367
57.	Puducherry	Satya Special School, Muthialpet,	198000	288153	315000
58.		Carunnai Society for Education, Reddiarpalayam.	235000	315000	315000
59.	Rajasthan	Society for the Welfare of Mentally Handicapped, Jaipur.	Nil	182646	287690
60.		Netraheen Vikas Sansthan, Jodhpur,	295000	315000	294090
61.		Asha Ka Jharna(Institute for Special Education), Nawalgarh, Rajasthan.	264580	240000	314218
62.		Topovan Manovikas Vidyalaya NH 15, Sriganganagar.	201900	315000	Nil
63.		Rajasthan Mahila Kalyan Mandal,(RMKM), Ajmer.	Nil	307420	261450
64.	Tamil Nadu	CSI HS and Vocational Training Centre for Deaf, Satchiyapuram,	227580	236250	236187
65.		SIVABAKKIAM SPECIAL SCHOOL FOR THE MENTALLY CHALLENGED AND REHABILITATION CENTRE, ELANAGAR.	236250	235000	224851

1	2	3	4	5	6
66.		Helen Keller School for the Hearing Impaired, Ariyalur.	175075	295691	Nil
67.	Uttar Pradesh	SANCHIT VIKAS SANSTHAN (Mansik Mand Vidyalya) Gonda.	Nil	315000	283890
68.		Amethi Gram Vikas Sansthan, Chatrapathi Sahuji Maharaj Nagar.	146250	160000	221250
69.	Uttarakhand	Samarth Sewa Samiti, Kankal Hardwar.	114100	126000	119508
70.	West Bengal	Jnandwip Handicapped School and Training Centre, Cooch Behar.	100859	253888	246582
71.		Kenduadihi Bikash Society, Bankura.	151800	168602	310848
72.		Noble Mission of South Kolkotta, Kolkotta	143750	232500	Nil
73.		Nimtouri Tamluk Unnayan Samity, Medinipur,	236250	185888	216062
74.		Special Olympic Bharat, New Delhi	26585504	35004143	37221823

[English]

### **Doodh Ganga Yojana**

650. SHRI ANTO ANTONY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government is implementing a scheme called 'Doodh Ganga Yojana' (DGY) in Himachal Pradesh;

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

(c) whether the Government is considering to implement DGY Scheme all over the country; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) The Department is implementing "Dairy Entrepreneurship Development Scheme" (DEDS) across the country. The State Government of Himachal Pradesh has informed that DEDS "is popularized as Doodh Ganga Yojana" in Himachal Pradesh.

(b) Dairy Entrepreneurship Development Scheme, known as 'Doodh Ganga Yojana' in Himachal Pradesh is implemented by National Bank for Agriculture and Rural

Development and provides financial assistance to bankable projects through Commercial, Cooperative, Urban and Rural Banks. The Scheme provides a back ended capital subsidy of 25% of the project cost for General category and 33.33% of the project cost for SC & ST beneficiaries as Central assistance subject to norms of the Scheme. The objectives of DEDS are as under:

- i. to generate self-employment and provide infrastructure for dairy sector;
- ii. to set up modern dairy farms and infrastructure for production of clean milk;
- iii. to encourage heifer calf rearing for conservation and development of good breeding stock;
- iv. to bring structural changes in the unorganized sector, so that initial processing of milk can be taken up at the village level;
- v. to upgrade traditional technology to handle milk on a commercial scale; and,
- vi. to provide value addition to milk through processing and production of milk products.

(c) DEDS popularly known as 'Doodh Ganga Yojana' in Himachal Pradesh has been implemented across the country since September, 2010.

(d) DEEDS had a financial Plan Outlay of Rs 250 Crore for the 11th Five Year Period. The scheme in the 12th Five year Plan has an outlay of Rs.1400 Crore.

#### **Performance of NCBC**

651. SHRI P.K. BIJU: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the activities/performances of various Commissions under the Ministry including the National Commission for Backward Classes (NCBC) are monitored/ reviewed regularly; and

(b) if so, the details and the outcome thereof along with the achievements made by the said Commissions, so far?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) and (b): The following three Commissions are working under this Ministry:

- (i) National Commission for Scheduled Castes (NCSC);
- (ii) National Commission for Safai Karmacharis (NCSK); and
- (iii) National Commission for Backward Classes (NCBC).

The performance of the Commissions is monitored as per statutory requirements.

**National Commission for Scheduled Castes (NCSC):** As per Clause (5) (d) of Article 338 of the Constitution, the NCSC submit its Reports annually and at such other times as the Commission may deemed fit to President of India on the working of the safeguards provided for the Scheduled Castes. On receipt of the Reports from President, the recommendations in the report relating to Central Government are examined and comments/observations of the concerned Ministries/Departments are obtained. Action Taken Memorandum is prepared on the basis of comments/observations received from concerned Central Government Ministries/Departments and laid on the Table of both the Houses of Parliament. During the last two years, the Commission has held several review meetings with the State Governments concerned, in matters of atrocities and service safeguards and also

took steps to redress cases of complaints and grievances of the Scheduled Castes.

**National Commission for Safai Karmacharis (NCSK)** is a Non-statutory Commission. The Annual Report of the NCSK, after examination, is sent to all State Governments/Union Territory Administrations for further appropriate action.

**National Commission for Backward Classes (NCBC):** Under Section 9(1) of the National Commission for Backward Classes (NCBC) Act 1993. the NCBC is empowered to examine request for inclusion of any class of citizens as a backward class in the list and hear complaints of over-inclusion or under inclusion of any backward class in such lists and tender such advice to the Central Government as it deems appropriate.

Since inception, the NCBC has tendered 1357 Advices in respect of cases of castes/communities/sub-castes/synonyms for inclusion/rejection of OBCs in the Central List for various States / Union Territories. Based on the advices of the NCBC, so far 953 new entries have been included in the Central List of Other Backward Classes vide 28 different notifications. An 'entry' for the purpose includes caste, its synonyms and sub-castes.

#### **Employment Generation in Tourism Sector**

652. SHRI RAVNEET SINGH: Will the Minister of TOURISM be pleased to state:

(a) the contribution of the tourism sector in generation of employment in the country during each of the last three years and the current year;

(b) the steps taken by the Government to implement tourism friendly policies for the growth of the sector; and

(c) the estimates for employment generation in the tourism sector during the 12th Five Year Plan?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) As per the 2nd Tourism Satellite Account (TSA) of India 2009-10 and subsequent estimation, the contribution of tourism to total employment of the Country during 2009-10, 2010-11 and 2011-12 was 10.17% (4.37% direct and 5.80% indirect), 10.78% (4.63% direct and 6.15% indirect) and 11.49% (4.94% direct and 6.55%

indirect), respectively. This information is not available for 2012-13, 2013-14 and 2014-15.

(b): The steps taken by the Government to boost tourism in the country are given in the enclosed Statement.

(c): The working Group on Tourism for 12th Five Year Plan, set up by the Planning Commission, has estimated the generation of additional employment of 24.5 million (direct and indirect) between 2010 and 2016.

### **Statement**

#### *Steps Taken by the Government to Boost Tourism in the Country*

##### 1. Visa:

- (a) The Government announced Tourist Visa-on-Arrival in 2010. At present, it provides Tourist Visa on Arrival facility (TVoA) to the nationals of 12 countries namely Finland, Japan, Luxembourg, New Zealand, Singapore, Cambodia, Indonesia, Vietnam, Philippines, Laos, Myanmar and South Korea. South Korea was added to this list on 15.04.2014.
- (b) The facility of TVoA was initially available at the international airport of Delhi, Mumbai, Chennai and Kolkata. However, with effect from 15 August, 2013 this facility has been extended through Hyderabad, Bengaluru, Kochi and Thiruvananthapuram.
- (c) The restriction of two-month gap on re-entry of foreign nationals coming to India on Tourist Visa and Tourist Visa on Arrival has been lifted.
- (d) Ministry of Tourism organised a two day training program covering 450 officials of Bureau of Immigration handling Tourist Visa on arrival at Kochi, Chennai, Goa, Mumbai, Kolkata, Bengaluru and Hyderabad Airports.
- (e) Tourist Visa on Arrival fee payment can now be made by credit cards. Earlier it was only to be paid in rupees.

##### 2. Low Cost Airlines:

The Ministry of Tourism regularly interacts with the Ministry of Civil Aviation in matters pertaining to air

connectivity to the tourist destinations and development and upgradation of airports. Government has identified development of low cost airports in the Tier II and Tier III cities as one of the thrust areas.

##### 3. Safety of Women Tourists:

The measures taken by the Ministry of Tourism towards safety and security of domestic and foreign tourists including women travelers are:

- (a) Grant of Central Financial Assistance to Governments of Rajasthan, Uttar Pradesh and Andhra Pradesh for setting up of Tourist Facilitation and Security Organisation (TFSO) on a pilot basis.
- (b) Adoption of code of conduct for Safe and Honourable Tourism which contains a set of guidelines to encourage tourism activities to be undertaken with respect to basic rights like dignity, safety and freedom from exploitation of both tourists and local residents, in particular women and children.
- (c) Letters have been written to all the Chief Ministers of the State Governments and Administrators of Union Territory Administrations to take immediate effective steps for ensuring conducive and friendly environment for all tourists and also request them to publicize the steps being taken/proposed to be taken to increase the sense of security amongst the present/ prospective visitors and also to counter the negative publicity.
- (d) In the wake of some unfortunate incidents involving foreign tourists, Ministry of Tourism has posted an advisory on its website [www.incredibleindia.org](http://www.incredibleindia.org).
- (e) Safety and Security of Tourists was discussed in the National Conference of State Tourism Ministers held on 18th July, 2013.

##### 4. Cleanliness and Hygiene:

To tackle the problem of hygiene and cleanliness at tourist destinations, the Ministry of Tourism has taken the initiative of launching the Campaign Clean India with a vision to ensure an acceptable level of cleanliness and hygiene practices at tourist destinations. This campaign is to be sustained through adoption and involvement of



private and public sector stakeholders as a part of their Corporate Social Responsibility (CSR).

#### 5. Highway Facilities en route to tourist places:

Development of tourism infrastructure including wayside amenities is primarily undertaken by State Governments/Union Territory Administrations. Ministry of Tourism, however, provides financial assistance based on the proposals received from them subject to availability of funds and inter-se priority. The Ministry of Tourism accords high priority to the sanctioning of wayside amenities to the states/UTs during the prioritization of tourism infrastructure projects.

#### 6. Trained Language Speaking Guides:

Selection and Training of Regional Level Tourist Guides including linguist guides is an ongoing process and the Ministry conducts the training programmes through the Indian Institute of Tourism & Travel Management (IITTM) periodically based on the demand of guides and foreign tourist arrivals from a particular country to the respective region

#### 7. Rationalisation of Taxes:

- (a) The Ministry of Tourism in collaboration with the Ministry of Road Transport & Highways and the State Governments of NCT of Delhi, Rajasthan, Haryana and Uttar Pradesh has made an arrangement whereby taxes would be collected centrally at each of the four starting nodes at Delhi, Gurgaon, Jaipur and Agra in such a way that the taxes thus collected are apportioned and the tourist coach/car would be allowed unhindered movement in the Golden Triangle.
- (b) Empowered Committee of officers on the 'Issue of National permit System' for tourist buses and goods vehicles (below 7.5 tons) has been constituted.
- (c) Five Year Tax Holiday for 2, 3 and 4 star category hotels located in all UNESCO declared World Heritage sites (except Mumbai and Delhi) for hotels operating *w.e.f.* 01.04.2008 to 31.03.2013.
- (d) Foreign Direct Investment (FDI) - Hotel and Tourism related industry declared as high priority industry and FDI up to 100% under the automatic

route Enhancement of FAR in Delhi from 150 to 225 for hotels excluding Lutyens Zone.

- (e) An investment linked deduction Under Section 35 AD of the Income Tax Act had also been announced in the Union Budget 2010-2011 for establishing new hotels of 2 star category and above, all over India thus allowing 100% deduction in respect of the whole or any expenditure of capital nature excluding (land, goodwill and financial instruments) incurred during the year.
- (f) In a Notification dated October 7, 2013 the Ministry of Finance expended its "Harmonized Master List of Infrastructure Sub-Sectors" to include such hotels and Convention centres for benefit of Hospitality Industry. Hotels with a project cost of Rs.200 crore and above each at any place in India and of any star rating, and Convention Centre with a project cost of more than Rs.300 crores has been included in the Harmonized Master List of Infrastructure Sub-Sectors. This is equivalent to granting infrastructure status to the hospitality industry.

*[Translation]*

#### **Census 2011**

653. SHRIMATI KAMLA PAATLE: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether the Government has conducted caste based census in the country;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) the total population of the country as per the Census of 2011, gender and State-wise;
- (d) the total population of the Scheduled Castes/Scheduled Tribes in the country separately, gender and State-wise including Chhattisgarh;
- (e) whether some new categories have been included in the Census 2012; and
- (f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) Yes, Madam.

(b) A Socio Economic and Caste Census (SECC) was launched on 29th June, 2011 in the country which is being carried out by the respective State / Union Territory Governments with the financial and technical support of the Government of India to identify households with specific socio-economic characteristics in rural as well as urban areas. The Ministry of Rural Development and the Ministry of Housing & Urban Poverty Alleviation are the nodal Ministries in the Government of India for this combined exercise in rural and urban areas respectively. The Office of Registrar General & Census Commissioner, India in the Ministry of Home Affairs is rendering logistic and technical support.

The SECC has reached the final stage and most of the States are in the process of publishing the draft list for inviting claims and objections.

(c) A Statement giving State-wise sex-wise population figures of Census 2011 is enclosed.

(d) A Statement giving State-wise sex-wise Scheduled Castes and Scheduled Tribes population figures of Census 2011 is at enclosed.

(e) and (f) : In Census 2011, three codes were allotted for collection of data on sex, viz. 1-Male, 2-Female and 3-Other, as against two codes i.e. 1-Male and 2-Female in Census 2001. In case the respondent wished to record neither code '1' nor '2', enumerator was instructed to record sex as 'Other' and give code-'3'.

**Statement – I**

*Total population -Census -2011*

ST- Code	Name of state/UT	Total Population		
		Persons	Males	Females
1	2	3	4	5
	India	1210854977	623270258	587584719
1	Jammu and Kashmir	12541302	6640662	5900640
2	Himachal Pradesh	6864602	3481873	3382729
3	Punjab	27743338	14639465	13103873
4	Chandigarh	1055450	580663	474787
5	Uttarakhand	10086292	5137773	4948519
6	Haryana	25351462	13494734	11856728
7	Nctof delhi	16787941	8987326	7800615
8	Rajasthan	68548437	35550997	32997440
9	Uttar Pradesh	199812341	104480510	95331831
10	Bihar	104099452	54278157	49821295
11	Sikkim	610577	323070	287507
12	ArunachalPradesh	1383727	713912	669815
13	Nagaland	1978502	1024649	953853
14	Manipur	2855794	1438586	1417208
15	Mizoram	1097206	555339	541867

1	2	3	4	5
16	Tripura	3673917	1874376	1799541
17	Meghalaya	2966889	1491832	1475057
18	Assam	31205576	15939443	15266133
19	West bengal	91276115	46809027	44467088
20	Jharkhand	32988134	16930315	16057819
21	Odisha	41974218	21212136	20762082
22	Chhattisgarh	25545198	12832895	12712303
23	Madhya Pradesh	72626809	37612306	35014503
24	Gujarat	60439692	31491260	28948432
25	Daman and Diu	243247	150301	92946
26	Dadra and Nagar Haveli	343709	193760	149949
27	Maharashtra	112374333	58243056	54131277
28	Andhra Pradesh	84580777	42442146	42138631
29	Karnataka	61095297	30966657	30128640
30	Goa	1458545	739140	719405
31	Lakshadweep	64473	33123	31350
32	Kerala	33406061	16027412	17378649
33	Tamil Nadu	72147030	36137975	36009055
34	Puducherry	1247953	612511	635442
35	Andaman and Nicobar Islands	380581	202871	177710

**Statement – II***Total Population of Scheduled Caste & Scheduled Tribe -Census -2011*

ST- Code	Name of State/Ut	Total Population of Scheduled caste			Total Population of Scheduled Tribe		
		Persons	Males	Females	Persons	Males	Females
1	2	3	4	5	6	7	8
	India	201378372	103535314	97843058	104545716	52547215	51998501
1	Jammu and kashmir	924991	486232	438759	1493299	776257	717042
2	Himachal Pradesh	1729252	876300	852952	392126	196118	196008
3	Punjab	8860179	4639875	4220304	0	0	0
4	Chandigarh	199086	106356	92730	0	0	0
5	Uttarakhand	1892516	968586	923930	291903	148669	143234

1	2	3	4	5	6	7	8
6	Haryana	5113615	2709656	2403959	0	0	0
7	Nct of Delhi	2812309	1488800	1323509	0	0	0
8	Rajasthan	12221593	6355564	5866029	9238534	4742943	4495591
9	Uttar Pradesh	41357608	21676975	19680633	1134273	581083	553190
10	Bihar	16567325	8606253	7961072	1336573	682516	654057
11	Sikkim	28275	14454	13821	206360	105261	101099
12	Arunachal Pradesh	0	0	0	951821	468390	483431
13	Nagaland	0	0	0	1710973	866027	844946
14	Manipur	97328	48863	48465	1167422	588279	579143
15	Mizoram	1218	807	411	1036115	516294	519821
16	Tripura	654918	334370	320548	1166813	588327	578486
17	Meghalaya	17355	9157	8198	2555861	1269728	1286133
18	Assam	2231321	1145314	1086007	3884371	1957005	1927366
19	West Bengal	21463270	11003304	10459966	5296953	2649974	2646979
20	Jharkhand	3985644	2043458	1942186	8645042	4315407	4329635
21	Odisha	7188463	3617808	3570655	9590756	4727732	4863024
22	Chhattisgarh	3274269	1641738	1632531	7822902	3873191	3949711
23	Madhya Pradesh	11342320	5908638	5433682	15316784	7719404	7597380
24	Gujarat	4074447	2110331	1964116	8917174	4501389	4415785
25	Daman and Diu	6124	3151	2973	15363	7771	7592
26	Dadra and Nagar Haveli	6186	3339	2847	178564	88844	89720
27	Maharashtra	13275898	6767759	6508139	10510213	5315025	5195188
28	Andhra Pradesh	13878078	6913047	6965031	5918073	2969362	2948711
29	Karnataka	10474992	5264545	5210447	4248987	2134754	2114233
30	Goa	25449	12627	12822	149275	72948	76327
31	Lakshadweep	0	0	0	61120	30515	30605
32	Kerala	3039573	1477808	1561765	484839	238203	246636
33	Tamil Nadu	14438445	7204687	7233758	794697	401068	393629
34	Puducherry	196325	95512	100813	0	0	0
35	Andaman and Nicobar Islands	0	0	0	28530	14731	13799

[English]

### **Treatment of Police Complaints as FIR**

654. SHRI A.T. NANA PATIL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal to convert all police complaints into First Information Reports (FIRs);

(b) if so, the details thereof and the preference being given to women related issues and their problems; and

(c) the steps being taken to protect the innocent people while ensuring justice to the general public at the same time?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) Yes Madam. As per the directives of the Hon'ble Supreme Court of India in Writ Petition (Cr.) No. 68 of 2008 in Lalita Kumar Vs Government of Uttar Pradesh and others; an Advisory on Compulsory Registration of FIR dated 5th February 2014 under Section 154 of Cr. P. C. when the information makes out a cognizable offence has been issued to all the State Governments/Union Territories for strict compliance, which is available at Ministry of Home Affairs' website <http://www.mha.nic.in>.

(c) The 'Police' and 'Public Order' are State subjects under the seventh Schedule to the Constitution of India and therefore, the State Governments are primarily responsible for prevention, detection, registration and investigation of crime and for prosecuting the criminals through the machinery of their law enforcement agencies as also for protecting the life and property of the citizens. The Union Government, however, attaches highest importance to the matter of prevention of crime and therefore has issued Advisories to the State Governments/UTs on (i) Advisory on crime against Women- Measures needed to curb- dated 4th September 2009, wherein All States Governments/UTs have been advised that there should be no delay whatsoever in registration of FIR in all cases of crime against women, (ii) Advisory on Prevention, Registration, Investigation and Prosecution of Crime dated 16th July, 2010 to provide a signed copy the FIR provided to the complainant on the spot, and (iii) Advisory on

Registration of FIR irrespective of territorial jurisdiction and Zero FIR dated 10th May 2013 to warrant of transfer the jurisdiction of the FIR to another jurisdiction.

Further, the states have been advised periodically to control such menace and Ministries of Women & Child Development and Social Justice & Empowerment have taken preventive measures along with NGOs working in the field with the close collaboration and assistance of the State Government.

[Translation]

### **Sugar Fund**

655. SHRI P.P. CHAUDHARY: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government pays the excess realisation on levy sugar caused due to price rise to CONFED as Levy Sugar Price Equalisation Fund (LSPEF) and if so, the details thereof;

(b) whether proposal for payment of LSPEF claims for levy sugar margins from 1999-2000 to 2010-2011 to CONFED has been received from the Government of Rajasthan; and

(c) if so, the details thereof and the steps taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a): The levy sugar price differential claims on account of price rise are reimbursed to sugar mills by the Food Corporation of India (FCI). No claim of CONFED is pending with FCI on account of price rise.

(b) and (c): The Government has revised the levy sugar margins from 1999-2000 to 2010-11 in respect of Government of Rajasthan in the year 2013. The FCI has informed that CONFED has not submitted bills for the years 1999-2000 to 2006-07 on revised margin rates. However, they have submitted the bills for the years 2007-08 to 2010-11 to FCI on 26.05.2014. The deficiencies in the bills have been intimated to CONFED by FCI vide letter dated 10.06.2014. The CONFED has so far not submitted clarifications to FCI.

### Fake Encounter

656. SHRI ANURAG SINGH THAKUR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government has expressed its concern over fake encounters by the State Police personnel across the country;

(b) if so, the details thereof and the total number of cases of fake encounter reported/ registered, cases solved/unsolved and the steps taken to solve all the cases along with the action taken against the guilty personnel including life sentence awarded during each of the last three years and the current year, rank and State-wise particularly Uttarakhand and Delhi;

(c) whether the Government has taken concrete steps to prevent such cases in future; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) As per the 7th Schedule of the Constitution of India, "Police" and "Public Order" are State subjects. It is for the State Governments to take action in every crime. However, National Human Rights Commission (NHRC) has expressed concern in this regard and the guidelines are issued from time to time by them to all the States/UTs. The last revised procedure was conveyed on 12.05.2010 to all concerned to be followed in all cases of deaths in the course of police action.

(b) Pursuant to the guidelines issued by the NHRC, every case of death during the course of police action is to be reported to the NHRC within 48 hours of its occurrence. A statement indicating the number of cases registered by NHRC on the basis of complaints about alleged fake encounter, no. of cases disposed off by them and no. of cases pending, during the last three years and the current year upto 30.06.2014, State-wise, is enclosed. During the above period, in 46 cases of alleged fake encounters, the Commission recommended a monetary relief of Rs. 2,83,00,000/-. In one case, the Commission also recommended disciplinary action and prosecution of the erring public servants.

So far as Uttarakhand and Delhi are concerned, both the States have intimated that no incident of fake encounter have been reported during the last three years

*i.e.* 2011, 2012, 2013, 2014 (up to 30.06.2014). However, in the month of July, 2009, one Mr. Ranveer Singh resident of Ghaziabad (Uttar Pradesh) was killed in Dehradun (Uttarakhand) in the alleged fake encounter. On 09.06.2014, 17 Police personnel (1 Inspector, 5 Sub-Inspector, 1 Head Constable and 10 Constables including 2 Drivers) have been awarded life imprisonment and one Police personnel (Wireless Operator) has been awarded two years imprisonment by the Special Judicial Magistrate, CBI, Tis Hazari Court, Delhi.

(c) and (d) As per the Seventh Schedule of the Constitution of India, "Police" and "Public Order" are State subjects. It is for the State Government to take action in every crime including fake encounter. The NHRC has issued guidelines on the subject.

The guidelines issued by the NHRC in respect of procedures to be followed by the State Governments in dealing with deaths occurring in encounters with the police were circulated to all Chief Secretaries of States and Administrators of Union Territories on 29.03.1997, 02.12.2003 and 12.05.2010. The Guidelines/Procedures to be followed in cases of deaths caused in police action circulated on 12.05.2010 emphasized that the States must send intimation to the Commission of all cases of deaths arising out of police encounters and maintain the appropriate register in this regard. The NHRC also recommended that in case of death in the course of police action, where the police officer belonging to the same police station is a member of the encounter party whose action resulted in death, such cases should be handed over for investigation to some other independent investigating agency, such as State Crime Branch of Criminal Investigation Department (CBCID) or any other specialized Investigation agency. Besides, whenever, a specific complaint is made against the police alleging commission of a criminal act on their part which makes out a cognizable case of culpable homicide, a First Information Report (FIR) to this effect must be registered under appropriate sections of the Indian Penal Code. A Magisterial Inquiry must be held in all cases of deaths which occur in the course of police action. Prompt prosecution and disciplinary action must be initiated against all delinquent officers found guilty in the magisterial enquiry/police investigation. No out-of-turn promotion or instant gallantry rewards shall be bestowed on the concerned officers soon after the occurrence. It

must be ensured at all costs that such rewards are given/recommended only when the gallantry of the concerned officer is established beyond doubt. All cases of deaths in police action in the states shall be reported to the Commission by the Senior Superintendent of

Police/Superintendent of Police of the District within 48 hours and subsequent report along with Post-mortem report, Inquest report and findings of the magisterial enquiry/enquiry by senior officers must be sent within three months.

**Statement**

*State-Wise No. of Cases Alleged Fake Encounters (Police) Registered, Disposed and Pending During Last Three Years and Current Year*

S. No.	State/UT name	01/04/2014 to 30/06/2014			01/04/2013 to 31/03/2014		
		Registration	Disposal	Pending	Registration	Disposal	Pending
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	0	0	0	1	0	1
2.	Arunachal Pradesh	0	0	0	0	0	0
3.	Assam	0	0	0	4	2	2
4.	Bihar	0	0	0	2	0	2
5.	Goa	0	0	0	0	0	0
6.	Gujarat	1	1	0	0	0	0
7.	Haryana	0	0	0	1	0	1
8.	Himachal Pradesh	0	0	0	0	0	0
9.	Jammu and Kashmir	0	0	0	0	0	0
10.	Karnataka	0	0	0	1	1	0
11.	Kerala	0	0	0	0	0	0
12.	Madhya Pradesh	0	0	0	3	0	3
13.	Maharashtra	0	0	0	2	0	2
14.	Mantpur	0	0	0	0	0	0
15.	Meghalaya	0	0	0	1	1	0
16.	Mizoram	0	0	0	0	0	0
17.	Nagaland	0	0	0	0	0	0
18.	Odisha	2	0	2	3	0	3
19.	Punjab	0	0	0	1	0	1
20.	Rajasthan	0	0	0	0	0	0
21.	Sikkim	0	0	0	0	0	0
22.	Tamil nadu	0	0	0	1	0	1

1	2	3	4	5	6	7	8
23.	Tripura	0	0	0	0	0	0
24.	Uttar Pradesh	1	0	1	9	4	5
25.	West Bengal	0	0	0	0	0	0
26.	Andaman and Nicobar	0	0	0	0	0	0
27.	Chandigarh	0	0	0	0	0	0
28.	Dadra and Nagar Haveli	0	0	0	0	0	0
29.	Daman and Diu	0	0	0	0	0	0
30.	Delhi	2	0	2	2	0	2
31.	Lakshadweep	0	0	0	0	0	0
32.	Puducherry	0	0	0	0	0	0
33.	Chhattisgarh	2	0	2	13	0	13
34.	Jharkhand	0	0	0	5	1	4
35.	Uttarakhand	0	0	0	0	0	0
Grand total		8	1	7	49	9	40

S. No.	State/UT name	01/04/2012 to 31/03/2013			01/04/2011 to 31/03/2012		
		Registration	Disposal	Pending	Registration	Disposal	Pending
1	2	9	10	11	12	13	14
1.	Andhra Pradesh	4	1	3	5	2	3
2.	Arunachal Pradesh	0	0	0	0	0	0
3.	Assam	22	1	21	17	0	17
4.	Bihar	2	0	2	8	6	2
5.	Goa	0	0	0	0	0	0
6.	Gujarat	4	2	2	2	1	1
7.	Haryana	6	0	6	7	5	2
8.	Himachal Pradesh	2	0	2	0	0	0
9.	Jammu and Kashmir	0	0	0	9	3	6
10.	Karnataka	1	1	0	5	3	2
11.	Kerala	0	0	0	0	0	0
12.	Madhya Pradesh	4	2	2	7	2	5
13.	Maharashtra	1	0	1	2	0	2



1	2	9	10	11	12	13	14
14.	Mantpur	7	1	6	6	0	6
15.	Meghalaya	0	0	0	2	0	2
16.	Mizoram	0	0	0	0	0	0
17.	Nagaland	0	0	0	0	0	0
18.	Odisha	10	1	S	8	2	6
19.	Punjab	1	1	0	2	0	2
20.	Rajasthan	2	0	2	8	7	1
21.	Sikkim	0	0	0	0	0	0
22.	Tamil nadu	7	1	6	8	8	0
23.	Tripura	0	0	0	0	0	0
24.	Uttar Pradesh	30	10	20	42	20	22
25.	West Bengal	8	0	8	13	8	5
26.	Andaman and Nicobar	0	0	0	1	0	1
27.	Chandigarh	0	0	0	0	0	0
28.	Dadra and Nagar Haveli	0	0	0	0	0	0
29.	Daman and Diu	0	0	0	0	0	0
30.	Delhi	3	2	1	4	2	2
31.	Lakshadweep	0	0	0	0	0	0
32.	Puducherry	0	0	0	0	0	0
33.	Chhattisgarh	9	2	7	7	0	7
34.	Jharkhand	3	0	3	19	11	8
35.	Uttarakhand	0	0	0	3	3	0
Grand total		126	25	101	185	83	102

[English]

### Unlicensed Arms

657. SHRI MULLAPPALLY RAMCHANDRAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of unlicensed/illegal arms seized in the country during the current year, State-wise; and

(b) the measures taken by the Government to check proliferation of such arms in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) A total of 998 unlicensed/illegal arms have been seized in the country during the period from 01.01.2014 to 31.05.2014. The State-wise details are given in the enclosed Statement.

(b) The Government of India has taken the following steps to check proliferation of unlicensed/illegal arms:-

(i) The State and UT Governments have been urged to make sustained and continued efforts to unearth unlicensed/illegal arms.

- (ii) Effective domination of the borders by carrying out round the clock surveillance and patrolling (on foot, by boats and vehicle), laying "naks" (border ambushes) and by deploying observation posts all along the international border.
- (iii) Erection of fencing along the international border and flood lighting of the border to enhance the observation during night.
- (iv) Construction of border roads to facilitate border patrolling and speedy interception of infiltrators.
- (v) Application of modern and hi-tech surveillance equipments to detect crossing at night and during bad weather.
- (vi) Upgradation of intelligence network and holding coordination meetings among para-military forces at functional and directional levels. Better coordination is also ensured among Central Para-Military Forces, Army and State Police Forces.
- (vii) Conduct of special operations, along the borders.
- (viii) Setting up of improvised fence breach alarm system at susceptible locations.
- (ix) Random checking of persons and vehicles crossing the borders on the basis of specific intelligence.

**Statement**

*Total Number of Unlicensed/Illegal Arms Recoveries in Different States in the Country During Current Year*

S. No.	State/UT	Total
1.	Andaman and Nicobar Islands	0
2.	Andhra Pradesh	32
3.	Arunachal Pradesh	0
4.	Assam	28
5.	Bihar	0
6.	Chandigarh	07
7.	Chhattisgarh	0
8.	Dadra and Nagar Haveli	0
9.	Daman and Diu	0
10.	Delhi	153

1	2	9
11.	Goa	0
12.	Gujarat	129
13.	Haryana	114
14.	Himachal Pradesh	0
15.	Jammu Kashmir	0
16.	Jharkhand	0
17.	Karnataka	0
18.	Kerala	2
19.	Lakshadweep	0
20.	Madhya Pradesh	0
21.	Maharashtra	227
22.	Manipur	63
23.	Meghalaya	0
24.	Mizoram	9
25.	Nagaland	96
26.	Odisha	0
27.	Pondicherry	1
28.	Punjab	0
29.	Rajasthan	0
30.	Sikkim	0
31.	Tamil Nadu	13
32.	Tripura	9
33.	Uttar Pradesh	0
34.	Uttarakhand	115
35.	West Bengal	0
Total		998

**Regional Hubs of NSG**

658. SHRI NARANBHAI BHIKHABHAI KACHHADIA:  
Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has set up regional hubs of the National Security Guards (NSGs) after the attack on Mumbai in various parts of the country particularly in Coastal areas;

(b) if so, the total number of regional hubs of NSG set up by the Government, State and location-wise;

(c) whether it is a fact that no regional hub of NSG are being set up in Gujarat;

(d) if so, the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b): The Government has established four Regional Hubs of National Security Guards (NSG) at Chennai in Tamil Nadu, Hyderabad in Andhra Pradesh/Telangana, Kolkata in West Bengal and Mumbai in Maharashtra. These hubs have been operationalized on 30th June 2009 and 1st July, 2009.

(c) to (e): On receipt of a request from the Government of Gujarat, the Union Government has conveyed 'in -principle' approval for setting up of a NSG Regional hub in Gujarat, subject to the Government of Gujarat providing land free of cost, at a location found suitable by the NSG. The State Government has offered two pieces of land for the purpose. The NSG team had already visited both the sites and submitted its report. The suitability of the land offered by the State Government is being assessed.

#### **Postage Stamp on FIFA World Cup**

659. SHRI B. SRIRAMULU: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has issued commemorative postage stamps on the FIFA World Cup 2014;

(b) if so, the details thereof;

(c) whether the Government has any proposal to host the under-17 FIFA World Cup; and

(d) if so, the details thereof along with the preparations for the said event?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) Yes, Madam.

(b) A commemorative postage stamp on 2014 FIFA World Cup was released by Hon'ble Prime Minister of India on the 12th of June, 2014.

(c) Yes, Madam.

(d) During 2012, the All India Football Federation (AIFF) approached the Government seeking a declaration and guarantees from the Government of India in order to enable them to bid to host the Under-17 FIFA World Cup in India in the year 2017. Government of India considered the proposal of AIFF and furnished the declaration and Guarantees of the Government to FIFA as sought by AIFF. Much of the Infrastructure, required for hosting the event, is already in place.

*[Translation]*

#### **National Institute of Sports Sciences and Medicine**

660. SHRI DEVJI M. PATEL: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state :

(a) whether the Government proposes to set up a National Institute of Sports Sciences and Medicine to develop/attain excellence in sports in the country including Rajasthan;

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

(c) the names of the countries with which agreement has been signed for exchange of expertise to develop various aspects of sports?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) and (b): Yes Madam. A proposal is under consideration.

(c) The Ministry of Youth Affairs & Sports has entered into bilateral Agreements/Memorandum of Understanding (MoUs) with Hungary, Kuwait, New Zealand, Cuba, China, Mauritius, Turkey, Belarus and Netherlands on cooperation in the field of sports including exchange of experts to develop various aspects of sports.

[English]

### **Sale of Fact's Share**

661. MOHAMMED FAIZAL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government is aware that Fertilizers and Chemicals Travancore Limited (FACT) is facing closure due to financial crisis;

(b) if so, the reaction of the Government thereto and the steps being taken by the Government for revival of FACT;

(c) whether the Government proposes to sell the shares of FACT, Kerala;

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

(e) the estimated revenue likely to be earned as a result thereof along with the manner in which the said revenue is likely to be utilized?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI NIHAL CHAND): (a) and (b) Due to continuous loss and erosion of net worth, FACT is facing severe financial crunch. For sustainable operation of the company a financial restructuring package was recommended by Board for Reconstruction of Public Enterprises (BRPSE) in December 2013. Based on the recommendations of BRPSE, a proposal seeking approval of Cabinet Committee on Economic Affairs for sanction of financial reliefs to FACT has been circulated for inter-ministerial consultations. The proposal involves infusion of fresh fund as well as waiver of Government of India loans and interests.

(c) Yes, Madam.

(d) As per Securities Contract Regulations Rules (SCRR) all listed CPSEs are required to maintain at least 10% paid up capital of the company as public shareholding. The companies which are not compliant with the requirement of minimum public shareholding are to be made compliant. For this purpose Government with the approval of SEBI created a Special National Investment Fund, for transferring shares of loss making CPSEs. Accordingly, the number of shares that were

required to make FACT compliant with the minimum 10% public shareholding norms were transferred in August 2013 on irrevocable basis to this newly created Fund called Special National Investment Fund (NIF) without any consideration. The Shares so transferred will be sold over a period of 5 years at appropriate time.

(e) There are no estimates presently of the likely revenue on sale of shares of such loss making CPSEs. The proceeds received by the Special NIF from the sale of the transferred shares will be used for Social Sector Schemes of the Government.

### **Pilgrim Centres as Tourist Spots**

662. SHRI KODIKUNNIL SURESH: Will the Minister of TOURISM be pleased to state:

(a) whether the Government proposes to declare pilgrim centres as tourist spots in the country;

(b) if so, the details of such pilgrim centres, and the time by which the Government is likely to declare such centres as tourist spots, State/UT-wise;

(c) whether the Government proposes to improve the amenities/facilities available in the pilgrim centres and if so, the details thereof;

(d) whether tourism initiatives are affecting the traditions and values of the pilgrim centres; and

(e) if so, the measures proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) and (b) No, Madam.

(c) Development of infrastructure including pilgrim centers is primarily the responsibility of the State Governments/Union Territory (UT) Administrations. The Ministry of Tourism provides Central Financial Assistance to States/UTs for tourism projects, including those relating to pilgrim centres, which are prioritized every year based on discussions with them, subject to availability of funds, inter-se priority and adherence to the scheme guidelines. The details of admissible amenities/components under this scheme are given at in the enclosed Statement.

(d) and (e) The Ministry of Tourism promotes rich culture and heritage of the country through tourism. The Ministry facilitates tourists by improving the amenities in the tourist places. Hence its initiatives do not affect the traditions and values adversely in the pilgrim centres.

**Statement**

*The Details of Major Admissible Amenities/Components Under Project/Infrastructure Development for Destination and Circuits (PIDDC) Scheme*

- i. Improvement of the surroundings of the destination. This would include activities like landscaping, development of parks, fencing, compound wall etc.
- ii. Illumination of the Tourist destination and the area around and SEL Shows etc.
- iii. Providing for improvement in solid waste management and sewerage management, Public Conveniences, etc.
- iv. Improvement of road connectivity leading to the tourist sites, especially from the National Highways/State highways and other entry points.
- v. Construction of Wayside Public Conveniences
- vi. Construction of Budget Accommodation, Restaurant & Wayside Amenities including one time assistance for its air-conditioning and furnishings. This component will be supported only in selected places of Jammu & Kashmir and all North Eastern States, and Eco-tourism projects where private sector investment is not forthcoming or not possible.
- vii. Procurement of equipments directly related to tourism, like Water Sports, Adventure Sports, Eco-friendly modes of transport for moving within the Tourism Zone and equipments for cleaning of the tourist destination will be eligible for 25% grant.
- viii. Construction of public buildings which are required to be demolished because of implementation of the Master Plan.
- ix. Refurbishment of the Monuments.

- x. Signages and display boards showing Tourist Area Maps and documentation on places of interest at the locations.
- xi. Tourist Arrival Centres, Reception Centres, Interpretation Centres
- xii. Improvement of municipal services directly related to Tourism
- xiii. Other work/activities directly related to tourism.

[Translation]

**Crisis Centre for Rape Victims**

663. SHRI SATAV: RAJEEV

SHRIMATI SUPRIYA SULE:

SHRI DHANANJAY MAHADIK:

SHRI P.R. SUNDARAM:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal to set up Crisis Centre for rape victims in every district of the country;

(b) if so, the details thereof;

(c) the facilities that are likely to be made available in these centres to the rape victims; and

(d) the time by which these centres are likely to be made operational?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (d): Ministry of Women and Child Development has announced setting up 'One Stop Crisis Centres' for women victims of sexual assault and rape in all Districts by the year end of 2014. The salient features of the proposed centres are:

- (i) Medical, Legal and Police aid to women victims of sexual assault and rape,
- (ii) Short stay for the women in need,
- (iii) Ambulance facility for needy women,
- (iv) Trained staff to function and attend the women in distress with sensitivity and discipline.

Protocols to make the above Centres functional have been taken on priority basis.

### Infiltration of Terrorists

664. YOGI ADITYANATH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has received any inputs regarding strategy being prepared by Pakistan/ISI to destabilise the country through infiltration of terrorists;

(b) if so, the details thereof; and

(c) the steps taken by the Government to put an effective check on such activities?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (c): No such information is available with the Government. However, attempts of infiltration from across the LoC, which are mainly in Jammu & Kashmir have shown a marginal increase during 2013, as compared to 2012. During the year 2014, the infiltration attempts have been decreased over the last year. The details for the infiltration attempts during the last three years and the current year is given below:

Year	2011	2012	2013	2014 (upto May)
Total	247	264	277	43

The Government in tandem with the State Government have adopted a multi-prolonged approach to contain cross border infiltration in Jammu & Kashmir, which includes, *inter alia*, strengthening of border management and multi-tiered and multi-modal deployment along international border/Line of Control and infiltration routes, construction of border fencing, improved technology, weapons and equipment for security forces, improved intelligence and operational coordination, synergizing intelligence flow to check infiltration and proactive action against the terrorists. The counter infiltration efforts are reviewed periodically at various levels in the State Government and in the Central Government.

Also, in order to take up the issue of terrorism strongly with Pakistan, Government has conveyed to the Pakistan leadership, at the meeting between the Prime

Minister and the Prime Minister of Pakistan on 27th May, 2014 in New Delhi, that Pakistan must abide by its commitment that it will not allow its territory and territory under its control to be used for aiding and abetting of terrorist activities against India and for providing sanctuaries to such terrorist groups. It has also been conveyed to Pakistan that an expeditious and successful conclusion of the investigation and trial relating to those involved in the Mumbai attacks would be a major confidence building measure and would help bridge the trust deficit.

Apart from the above, there exists a very close and effective coordination amongst intelligence agencies at the Centre and the State levels to monitor the activities of terrorist organizations.

[English]

### Policy on Sugar

665. SHRI K.C. VENUGOPAL: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government proposes to effect changes in the sugar policy including its export/import and if so, the details thereof; and

(b) the other steps taken to control the price of sugar in the country?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) The Central Government has considered the recommendations of Dr. C. Rangarajan Committee and has de-regulated the sugar sector in April, 2013 by removing levy obligation on sugar mills and dispensing with the regulated release mechanism on open market sale of sugar. The export of sugar is presently free subject to prior registration of quantity with Directorate General of Foreign Trade (DGFT). The import is also free with a duty on import of sugar under Open General Licence which is notified by the Government from time to time. With effect from 8.7.2013, the duty on import of sugar is 15%.

(b) The sugar prices are currently stable in the domestic market.

[*Translation*]

### **Subsidy on Fertilizers**

666. SHRI JAGDAMBIKA PAL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the details of the policy/scheme presently being implemented by the Government to regulate subsidy on urea and various other grades of fertilizers;

(b) the details of subsidy provided by the Government to various fertilizer companies of public, private and cooperative sectors during each of the last three years and the current year; company-wise;

(c) the manner in which the farmers get the benefit of subsidy provided to the fertilizer companies; and

(d) the mechanism put in place by the Government to regulate the prices of fertilizers at reasonable/affordable price and to ensure that the benefit of subsidy passed on to the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI NIHALCHAND):

(a) The Government has notified New Investment Policy (NIP) -2008 and Modified New Pricing Scheme (NPS) - III for existing urea units on 4th September, 2008 and 2nd April, 2014 respectively in order to pay subsidy to the indigenous existing urea units. The policy notification of NIP-2008 dated 04th September, 2008 is placed Statement-I and the policy notification of Modified NPS - III dated 02na April, 2014 is placed at Statement-II.

In case of P&K fertilizer, the Government is implementing Nutrient Based Subsidy (NBS) policy for Phosphatic & Potassic (P&K) fertilizers *w.e.f.* 1st April, 2010 under which a fixed amount of subsidy is provided on each grade of subsidized P&K fertilizers depending upon their nutrient (N, P, K & S) contents. MRP of P&K fertilizers is allowed to be fixed by the fertilizer companies at reasonable level. The details of NBS Policy

announced for the year 2014-15 is placed at Statement-III.

(b) The details of subsidy provided by the Government to sector wise/company-wise subsidy released for indigenous urea, imported P&K fertilizers and indigenous P&K fertilizers during 2011-12 to 2014-15 is placed Statement-IV

(c) and (d) The MRP of urea is statutorily controlled by the Government and at present it is Rs.5360 per tone (exclusive of the central excise duty, central sales tax, countervailing duty, the sales tax and other local taxes wherever levied) *w.e.f.* 01st November, 2012. The difference between the delivered cost of fertilizers at farm gate and MRP payable by the farmer is given by the Government of India to the fertilizer manufacturer as subsidy. The urea is made available to all farmers irrespective of their Land holding.

So far as P&K fertilizers is concerned, under the NBS Policy, the farmers are benefited by getting P&K fertilizers at subsidized prices which are much below the cost of production or delivered cost of P&K fertilizers.

Under the NBS Policy, the prices of P&K fertilizers are not regulated by the Government. However, the following mechanism has been put in place to monitor the prices of P&K fertilizers:

- (i) Prices of P&K fertilizers are monitored through web based Fertilizer Monitoring System (FMS).
- (ii) Fertilizer companies are required to submit month-wise MRP data of their fertilizer products under FMS.
- (iii) The fertilizer companies have been asked to submit cost data of their fertilizer products from 2012-13 onwards on six monthly basis.
- (iv) In order to devise proper monitoring system regarding prices of P&K fertilizers, the fertilizer companies have been directed to have the same MRPs printed on the bags as applicable for each State in the FMS.

**Statement – I**

NO.12012/12/2007-FPP

Government of India

Ministry of Chemicals &amp; Fertilizers

(Department of Fertilizers)

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Shastri Bhawan, New Delhi.  
Dated the 4th September, 2008.

To,

CMD/MDs

RCF/MFL/BVFCL/NFL/KRIBHCO/IFFCO/GSFC/GNVFC/SFC/NFCL/  
GULF/SPIC/KSFL/MCFL/FACT/FCIL/HFCL/IPL

CFCL/TCL/ZIL/INDO-

All Urea manufacturing units

Subject: Policy for new investments in urea sector and long-term offtake of urea from joint ventures abroad.

Sir,

I am directed to convey the approval of the Government on policy for New Investments in Urea Sector both indigenous and abroad, in supersession of the existing policy for investment made in new and expansion projects of Urea issued vide letter No.12019/II/2003-FPP(I) dated 29th January,2004. The salient features of the New Investment policy are as under:

1. **Import parity price:** Import Parity Price for a month would be derived based on the prevailing prices in three months preceding the month under consideration as indicated below.

Import Parity Price (IPP): The import parity price (IPP) for a particular month will be the lower of the actual average CIF price of urea imported in India during preceding three months and the IPP reported in the fertilizer magazines for the same preceding three months, as detailed below:

$$\text{IPP } x = \text{FOB Arabian Gulf} + \text{Freight}$$

Where,

$$\text{IPP } x = \text{Import Parity Price for month } (x)$$

FOB Arabian Gulf = Average FOB reported price of urea for AG in the three magazines as listed below, during preceding three month (x -1) to (x - 3).

Freight = Average freight for AG in the three magazines listed below, during preceding three month (x -1) to (x-3).

The exchange rate will be taken as the average of preceding three months for arriving at the price in INR. The three fertilizer magazines to be used for arriving at IPP prices will be as below:

- (a) Fertiliser Market Bulletin, UK;
- (b) Fertiliser Week by British Sulphur, UK; and
- (c) Fertecon Weekly Nitrogen Fax, UK.

2. **Floor & Ceiling price:** The floor for urea price be kept at USD 250 per MT. The ceiling for urea price is fixed at USD 425 per MT. The floor and ceiling prices are based on the feedstock price of USD 4.88 per MMBTU, which is the



- price of RIL gas plus estimated taxes. In case of any sharp increase (more than double the current price) in price of feedstock in future, the floor and ceiling will be adjusted to take care of increased cost of production. Further, the above will be reviewed after five years keeping in view the prevailing gas prices and the investment costs. In the event that Government guarantees an assured price (subsidized price) of gas to the fertilizer sector/unit, then for the period for which that the assured price prevails, the floor and ceiling will be accordingly recalculated.
3. **Revamp projects:** Any improvement in capacity of existing plants through investments upto Rs.1000 crore, in the existing train of ammonia-urea production will be treated as revamp of existing units. The additional urea from the revamp of existing units will be recognised at 85% of Import Parity Price with the floor and ceiling price as indicated in para-2 above. The urea produced from existing units beyond, their reassessed capacity under NPS or the maximum achieved capacity by a unit for 330 days in last four years (2003-07), whichever is higher (cut off quantity), will be recognised as the production under revamp of the existing unit. However, the urea produced under revamp quantity will only be eligible for the above dispensation once the total production of the unit crosses 105% of the cut off quantity or 110% of the reassessed capacity, whichever is higher. The cut off quantities for various units can be seen at Annexure-I.
  4. **Expansion projects:** Setting up of a new ammonia-urea plant (a separate new ammonia-urea train) in the premises of the existing fertilizer plants, utilizing some of the common utilities will qualify for being treated as an expansion project. The investment should exceed a minimum limit of Rs.3000 cr. The urea from the expansion of existing units will be recognised at 90% of IPP, with a floor and ceiling price as indicated in para-2 above.
  5. **Revival/Brownfield projects:** The Urea from the revived units of HFCL and FCIL will be recognised at 95% of IPP, with floor and ceiling as indicated in para-2 above, if the revival of closed units takes place in public sector.
  6. **Greenfield projects:** The price of Urea from the Greenfield projects will be determined through a bidding route. The following will be followed in case of Greenfield projects.
    - i) The Department will identify the location (deficit States) for setting up of Greenfield projects, or in coastal areas, encourage the urea units to add DAP/Complex fertilizers to their product lines.
    - ii) The Greenfield projects will be offered for bidding with a minimum floor price {of USD 250 per MT} and an appropriate ceiling price {of USD 425 / MT}, which will be decided at the time of bidding based on domestic gas prices and the IPP. A commitment to offtake a minimum of 50% of production of the unit in case of IPP falling below the floor price will be provided by the Government.
    - iii) The bidder will have to indicate the price as a percentage discount below the prevailing IPP for urea. The feedstock linkage and price has to be entirely on the account of the bidder.
    - iv) The detailed guidelines in the matter will be circulated separately.
  7. **Gas transportation charges:** An additional gas transportation cost will be paid to units undertaking expansion and revival on the basis of actuals (upto 5.2 Gcal per MT of urea) as decided by the Regulator (Gas) subject to a maximum ceiling of USD 25 per MT of Urea. The cap will be subject to Composite Road Transport Index as applied in case of road transportation costs under the freight policy. However, in case of each revival project, the DPR should justify the higher gas transportation costs, if any, in terms of other savings accruing as a result of the location choice.
  8. **Allocation of gas:** No APM gas will be allocated towards production from the new investments as discussed above. All APM gas will be allocated towards production in existing plants under the currently approved New Pricing Scheme Stage-III and its subsequent modifications. The actual mix excluding APM gas will be provided towards production under revamp.
  9. **Coal Gasification based Urea Projects:** The same will be treated on par with a brownfield or a Greenfield project as the case may be. In addition, any other incentives or tax benefits as provided by Government for couraging coal gasification technology will also be extended to these projects.

10. **Joint Ventures abroad:** The joint venture projects abroad in gas rich countries will be encouraged through firm offtake contracts with pricing decided on the basis of prevailing market conditions and in mutual consultation with the joint venture company. However, the principle for deciding upon the maximum price will be the price achieved under Greenfield projects or 95% of IPP as applicable to brownfield projects (in absence of any Greenfield project) with a cap of USD 405 CIF India per MT and a floor of USD 225 CIF India per MT (inclusive of handling and bagging costs). The offtake commitments from new JV projects abroad would be limited to a maximum of 5 million tonnes. However this ceiling can be reviewed, and additional committed offtake and any deviation of price principle thereof can be decided upon by Department of Fertilizers in consultation with the Department of Expenditure keeping in view that this does not constrain setting up of Greenfield projects in the country.
11. **Time period for proposed investment policy:** It is proposed that only those revamp projects which start production of additional capacities within four years of Notification of the new policy would qualify for the dispensation recommended above. Similarly, only production from expansion and revival (brownfield) units that comes about within five years of Notification of the new policy would qualify for dispensation provided in the policy. If the production does not come through within the stipulated time period, such brownfield projects will be treated similar to a Greenfield project wherein price will be decided through limited bidding options. The time period for setting up of new JVs would also be five years under the new policy. Once the production under various projects start within the given time period, the pricing dispensation will be available till the continuance of the fertilizer subsidy regime and sale of urea under the same.
12. The policy will be effective from the date of notification. However, the additional production under revamp beyond cut-off quantities will be computed on an annual basis.

Yours faithfully,

Sd/-

(Rajesh Agrawal)

Deputy Secretary to the Government of India

*Statement Indicating Unit-Wise Details of Cut Off for Revamp Capacity*

S. No.	Name of fertilizer unit	Reassessed/ 8th PP urea capacity	Highest rate of production achieved 2003-07	Maximum achieved production for 330 days (2003-04 to 2006-07)	Cut off for revamp capacity	Target production for receiving IPP based price beyond cut off quantity
		(MT/yr.)	(MTPD)	(MT/year)		
1	2	3	4	5	6	7
Group- : Pre-1992 gas						
1.	BVFCL - Namrup-III	315000	855	256500	315000	346500
2.	IFFCO - Aonla-I	864600	2783	918390	918390	964310
3.	Indo-Gulf-Jagdishpur	864600	3000	990000	990000	1039500
4.	Kribhco - Hazira	1729200	5335	1760550	1760550	1902120
5.	NFL - Vijaipur-I	864600	2731	901230	901230	951060

1	2	3	4	5	6	7
Group-II : Post-1992 gas						
1.	NFCL-Kakinada-I	597300	2173	717090	717090	752945
2.	CFCL Gadepan-I	864600	2862	944460	944460	991683
3.	TCL-Babralla	864600	2901	957330	957330	1005197
4.	KSFL- Shahjahanpur	864600	2757	909810	909810	955301
5.	NFCL-Kakinada-I I	597300	2083	687390	687390	721760
6.	IFFCO-Aonla-II	864600	2776	916080	916080	961884
7.	NFL-Vijaipur-II	864600	2731	901230	901230	951060
Group-III : Pre-1992 naphtha						
1.	SFC-Kota	379500	1158	382140	382140	417450
2.	IFFCO-Phulpur-I	551100	1764	582120	582120	611226
3.	MCFL-Managalore	379500	1228	405240	405240	425502
4.	MFL-Madras	486750	1480	488400	488400	535425
5.	SPIC-Tuticorin	620400	2036	671880	671880	705474
6.	ZIL-Goa	399300	1330	438900	438900	460845
Group-IV : Post-1992 naphtha						
1.	IFFCO-Phulpur-II	864600	2864	945120	945120	992376
2.	CFCL-Gadepan-II	864600	2731	901230	901230	951060
Group-V: FO/LSHS						
1.	GNVFC-Bharuch	636900	2050	676500	676500	710325
2.	NFL-Nangal	478500	1548	510840	510840	536382
3.	NFL-Bhatinda	511500	1607	524370	524370	562650
4.	NFL-Panipat	511500	1629	537570	537570	564449
Group-VI : Mixed feedstock						
1.	GSFC-Baroda	370590	1155	381150	381150	407649
2.	IFFCO-Kaloi	544500	1707	563310	563310	598950
3.	RCF-Thal	1706760	5363	1769790	1769790	1877436
Note :		19461600		20638620	20697120	21900516

1. The figures of actual rate of urea production (in MTPD) for all the units for the years 2003-04 to 2006-07 have been rounded-off to respective nearest integer.

**Statement – II**

No. 12012/3/2010-FPP  
Government of India  
Ministry of Chemicals & Fertilizers  
Department of Fertilizers

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New Delhi, the 2nd April, 2014

To

The Executive Director,  
Fertilizer Industry Coordination Committee(FICC),  
8th Floor, Sewa Bhawan,  
New Delhi.

Subject: Modified NPS-III for existing urea units.

Sir,

I am directed to convey the approval of Government of India for Modified NPS-III for existing urea units as under:

**2. Duration of Modified NPS-III**

The Modified NPS-III policy will be implemented for a period of one year from the date of issue of this notification. Thereafter, the policy will be reviewed taking into account prevailing energy scenario, production and supply scenario, international trend of urea prices etc., at that time.

**3. Concession rates of urea units**

The calculation of concession rates of urea units shall continue as per NPS-III and its amendments subject to the following modifications:

**3.1 Additional Fixed cost**

(a) The maximum additional fixed cost (towards increase in the four components, viz., salaries & wages, contract labour, selling expenses and repair & maintenance) of Rs. 350/MT to existing urea units or actual increase in above four components of fixed cost during the year 2012-13 compared to the year 2002-03, whichever is lower will be paid. This will be based on the certified cost data for above four components for the year 2012-13 to be provided by all urea Units.

(b) In respect of KFCL and BVFCL-II units, for which cost data of four components is not available either for the year 2002-03 or 2012-13, the actual increase in these four components as per the certified cost data for the latest year over and above Rs. 521/MT(weighted industry average during 2002-03) subject to maximum of Rs. 350/MT will be allowed.

**3.2 Minimum Fixed Cost**

The minimum fixed cost of Rs. 2300/MT or actual fixed cost prevailing during 2012-13, whichever is lower after taking into account the compensation at 3.1 (a) and (b) above, will be paid. This will be based on certified fixed cost data for the year 2012-13, to be provided by all urea units.

**3.3 Special compensation to Urea Plants which have Completed 30 Years and Converted to Gas**

The special compensation of Rs. 150/MT will be paid to gas based urea plants which have converted to gas and are more than 30 years old. This is in addition to para 3.1 and 3.2 above.

3.4 It has been decided to phase out old and inefficient units in due course of time after addition of new capacity.

4. Continuing the production from high cost units

The production of the high cost naphtha based urea units namely SPIC Tuticorin, MFL Manali and MCFL Mangalore will continue under modified NPS-III till the gas availability and connectivity is provided to these units or June, 2014 whichever is earlier, beyond which subsidy for naphtha based plants will not be paid. However, no new naphtha based plants will be permitted in Greenfield investments.

5. Reimbursement to naphtha & FO/LSHS based units

The existing system of recognizing costlier feed/fuel stock of naphtha/FO/LSHS will continue and existing system of incentivizing these units for energy savings on the basis of actual input mix including 100% Naphtha/FO/LSHS as in force will continue up to June 2014 or till such time they convert to gas whichever is earlier.

6. Continuing Pre set Energy norm of Naphtha units converting to gas

The data of investment for conversion from Naphtha as feedstock to gas and actual energy consumption achieved after conversion from each unit will be obtained and based on this data, the Department of Fertilizers, in consultation with Department of Expenditure, shall work out the period for which existing pre set norms will be allowed, which shall not be more than five years from the date of conversion so that each unit may be in position to recover the investment with interest thereon from energy savings.

7. Continuance of amended provisions notified under NPS-III

The following amended provisions notified under NPS-III will continue:

- (a) The provision as contained in Para (ii) of Notification No.I2012/19/2007-FPP dated 10th July, 2009 regarding reduction in fixed cost of each urea unit due to group averaging principle under NPS-III to 10% of normated fixed cost computed under the base concession rates thereby removing the pricing anomaly arising out due to group averaging.
- (b) The provision as contained in Para (iii) of Notification No.I2012/19/2007-FPP dated 10th July, 2009 regarding the detailed parameters for buffer stocking schemes of urea.
- (c) The provisions as contained in Notification No.I2014//2008-FPP dated 6th March, 2009 regarding resumption of urea production by RCF-Trombay unit.
- (d) The provisions of Notification No.I2014//2008-FPP dated 6th March, 2009 regarding amendment of NPS-III- the policy for restart of existing urea units, the permission granted to DIL/KFCL-Kanpur to restart production on LNG in June 2013 will be covered under the above notification.
- (e) Notification No.I2014//2008-FPP dated 6th March 2009 regarding policy for Conversion of FO/LSHS urea units to Natural Gas; Provisions under notifications dated 8th February, 2010 for Conversion of Fuel Oil/ Low Sulphur Heavy Stock (FO/LSHS) based Urea units at Bathinda, Nangal & Panipat of NFL to Natural Gas (NG); Provisions under notifications dated 14th December, 2009 for Conversion of Fuel Oil/Low Sulphur Heavy Stock (FO/LSHS) based Urea unit at Gujarat Narmada Valley Fertilizer Corporation to Natural Gas (NG).

8. The capacity utilization of two units in post 92 Naphtha based groups namely IFFCO Phulpur-II and CFCL-II, is increased from 95% to 98% on par with gas based units. FICC may re-work the group average of fixed cost for these units.

## 9. Production above reassessed capacity

(a) The production above reassessed capacity (RA) is presently governed by gain sharing with respect to IPP as under:

- (i) Beyond 100% of RA and upto 110% of RA: Gain sharing between Government and unit in the ratio of 65:35 with respect to IPP subject to concession rate.
- (ii) Beyond 110% of RA and upto cut off level: At concession rate subject to overall cap of IPP.
- (iii) Beyond cut off level: At 85% IPP.

(b) The production at cut off levels are fixed under Investment Policy (No. 12012/12/2007-FPP dated 04.09.2008) based on highest achieved Metric Tonnes Per Day (MTPD) during 2003-04 to 2006-07. No change is made in the method for incentivizing additional production. The cut off level as per the Investment Policy of 2008 will continue without any change.

## 10. Distribution and Movement

The distribution and movement of Urea shall be governed by the policy for freight and movement and amendments thereof from time to time. The movement of Urea will continue to be done in accordance with the monthly supply plan drawn by Department of Fertilizers. Movement & Distribution of entire 100% of urea both imported & indigenous will be regulated by movement division through the monthly supply plan.

## 11. Import of Urea

The provisions of import through three STEs as given in the existing policy of urea at para 10 of notification dated 8th March, 2007 may continue till the time the same is reviewed, if required.

## 12. Joint ventures abroad

The scheme for Joint ventures abroad covered under NPS-III policy would be covered by New Investment Policy 2012.

## 13. Taxes on inputs

The policy with regard to recognition of new taxes levied by State Governments from time to time those not recognized under RPS has been notified vide Notification dated 8th March, 2007, will continue.

14. The NPS-III policy issued vide notification number 12012/3/2006-FPP dated 8th March, 2007 and as amended from time to time was extended by DoF on provisional basis till further orders vide notification number 12012/9/2009-FPP dated 17th March 2010. NPS-III Policy is deemed to be continued till the date of this notification.

15. In case of any issue/dispute relating to interpretation of the policy, the decision of Department of Fertilizers shall be final.

Yours faithfully,

Sd/-

(Satish Chandra)

Joint Secretary

Ph: 23386800

**Statement – III**

No. 23011/27/2013-MPR

Government of India  
Ministry of Chemicals & Fertilizers  
Department of Fertilizers

Shastri Bhawan, New Delhi  
Dated the 31st March, 2014

## OFFICE MEMORANDUM

Subject: Implementation of the Nutrient Based Subsidy (NBS) policy for Phosphatic and Potassic (P&K) Fertilizers *w.e.f.* 01.04.2014- NBS Policy for 2014-15 and per MT Subsidy regarding.

The undersigned is directed to convey that per Kg subsidy on nutrients, namely Nitrogen (N), Phosphate (P), Potash (K) and Sulphur (S) contained in P&K fertilizers covered under NBS Policy for the year 2014-15 *w.e.f.* 1st April 2014 shall be as under:

S. No.	Nutrients	NBS (Rs. per Kg of Nutrient)
1.	N	20.875
2.	P	18.679
3.	K	15.500
4.	S	1.677

2. Per Metric Tonne subsidy on various grades of P&K fertilizers covered under NBS Policy shall be as under:

S. No.	Name of fertilizers (nutrient content)	Proposed NBS Rates for 2014-15 (Rs/Per MT)
1.	DAP : 18-46-0-0	12350
2.	MAP : 11-52-0-0	12009
3.	TSP : 0-46-0-0	8592
4.	MOP : 0-0-60-0	9300
5.	NPS 16-20-0-13	7294
6.	NPS 20-20-0-13	8129
7.	NPK 10-26-26-0	10974
8.	NPK 12-32-16	10962
9.	NPK 14-28-14	10323
10.	NPK 14-35-14	11630
11.	NPK 15-15-15	8258
12.	AS: 20.6-0-0-23	4686
13.	NP 28-28-0-0	11075
14.	NPK 17-17-17	9359

15.	NPK 19-19-19	10460
16.	SSP 0-16-0-11	3173
17.	NPK 16-16-16-0	8809
18.	DAP lite (16-44-0-0)	11559
19.	NPKS 15-15-15-09	8409
20.	NP 24-24-0-0	9493
21.	NP 20-20-0-0	7911
22.	NPS 24:24-0-8	9493

3. Any variant of the subsidised P&K fertilizers covered under NBS Policy and are fortified/coated with Boron and Zinc, as provided for under FCO, will continue to be eligible for subsidy. Such fortified/coated grades of fertilizers will attract an additional per tonne subsidy to encourage their application along with primary nutrients as per the rates mentioned Beldw:

S. No.	Nutrients for fortification as per FCO	Additional subsidy (Rs/MT) for fortified/coated fertilizers
1.	Boron (B)0	300
2.	Zinc (Zn)	500

4. In order to monitor the MRPs of P&K fertilizers, the companies shall continue to submit the certified cost data as per the requirement and directions of DOF from time to time. The companies shall also report MRPs of P&K fertilizers regularly to DOF.
5. The fertilizer companies are required to print Maximum Retail Price (MRP) along with applicable subsidy on the fertilizer bags clearly. Any sale above the printed MRP will be punishable under the EC Act.
6. The distribution and movement of fertilizers along with import of finished fertilizers, fertilizer inputs and production by indigenous units will continue to be monitored through the online web based "Fertilizer Monitoring System (FMS)/mobile FMS".
7. 20% of the price decontrolled fertilizers produced/imported in India will continue to be in the Movement Control under the Essential Commodities Act 1955 (ECA). Department of Fertilizers will regulate the movement of these fertilizers to bridge the supplies in underserved areas.
8. Manufacturers/Marketers/Importers of P&K fertilizers, including manufacturers of SSP, are to ensure that fertilizers are transported up to the retail point on F.O.R delivery basis.
9. Manufacturers of customized fertilizers and mixture fertilizers will be eligible to source subsidized P&K fertilizers from the manufacturers/importers after their receipt in the districts as inputs for manufacturing customized fertilizers and mixture fertilizers for agricultural purpose. There would be no separate subsidy on sale of customized fertilizers and mixture fertilizers.
10. The payment of subsidy to the manufacturers/importers of P&K fertilizers shall be released as per the procedure and terms and conditions mentioned in the Department Notification No. D (FA)/CCEA/2011 dated 25.10.2012 and as amended from time to time by the Department.
11. The benefits to the manufacturers of P&K fertilizers on account of use of cheaper domestic gas shall be mopped up for which separate guidelines shall be issued.



12. This issues with the concurrence of IFD vide diary No.5299/AS&FA dated 31st March 2014 and approval of the competent authority.

Sd/-

(P. B. Sahu)

Under Secretary to government of India

Tel: 2338 7492

No. 23011/27/2013-MPR dated 31.3.2014

1. Secretary (Agriculture), DAC, Krishi Bhawan, New Delhi.
2. Secretary (Expenditure), Department of Expenditure, North Block, New Delhi.
3. Secretary (Planning Commission), Yojana Bhawan, New Delhi.
4. Secretary, Min. of Petroleum and Natural Gas, Shastri Bhawan, New Delhi
5. Joint Secretary (INM), DAC, Krishi Bhawan, New Delhi.
6. Joint Secretary (PF-II), Department of Expenditure, North Block, New Delhi.
7. Joint Secretary, Prime Minister's Office, South Block, New Delhi.
8. Joint Secretary (Cabinet), Cabinet Secretariat, Rashtrapati Bhawan, New Delhi.
9. Executive Director, FICC, Department of Fertilizers, New Delhi.
10. Director of Accounts, Department of Fertilizers, Udyog Bhawan, New Delhi.
11. DS (Finance)/DS (Budget), Department of Fertilizers, New Delhi.
12. Director General, FAI, New Delhi.
13. All the manufacturers & importers of P&K Fertilizers.
14. All SSP manufacturers.

**Copy to:**

1. Director, PMO, South Block, New Delhi.
2. Chief Secretaries/ All Agriculture Production Commissioners/ Secretaries (Agriculture) of the State Governments/ UTs.
3. Commissioners/Directors, Commissionerate/Directorate of Agriculture of the State Governments/ UTs.

**Copy also to:**

PS to MOS (Ind. Charge) C&F/PPS/PS to Secretary (Fertilizers)/ AS & FA/ JS(P&P) / JS(F&P) / JS(A&M) / Economic Advisor / Controller of Accounts / P&AO / US (Concession Wing) / Sr. AD (Accounts) FA Wing / AD (OL for translation in Hindi) / All Sections in DOF/Guard File/Technical Director, NIC for uploading the same on the Department's website.

Sd/-

(P. B. Sahu)

Under Secretary to government of India

**Statement – IV**

*Sector wise / Company-wise Susidy Released for Indigenous Urea, Imported P&K Fertilizers and Indigenous P&K Fertilizers During 2011-12 to 2014-15 (Upto June 2014)*

(Rupees in Crores)

S. No.	Sector	COMPANY NAME	FINANCIAL YEAR			
			2011-12	2012-13	2013-14	2014-15 (Upto 06/14)
1	2	3	4	5	6	7
1.	Public	Fertilizers and Chemicals Travancore Ltd	1088.55	917.55	700.57	164.97
2.	Public	GSFC	1615.69	914.08	1689.92	287.09
3.	Public	Madras Fertilisers Ltd	1803.90	1558.89	1545.60	804.88
4.	Public	National Fertilizers Ltd	4514.99	4515.76	5754.32	2887.25
5.	Public	Rashtriya Chemicals & Fertilisers Ltd	1829.67	2504.31	2649.92	907.90
6.	Public	Brahmaputra Valley Fertilizers & Chem Ltd.	178.28	170.34	189.86	72.73
Total - Public Sector.			11031.08	10580.93	12530.19	5124.82
7.	Co-op.	Indian Farmers Fertiliser Cooperative Ltd	10866.63	9702.27	9485.11	2774.13
8.	Co-op.	Krishak Bharti Co-operative Ltd.	962.53	1194.37	1604.09	489.46
Total - Co-op			11829.16	10896.64	11089.20	3263.59
9.	Pvt.	Chambel Fertilizer & Chemicals Ltd.	2221.57	2445.49	3666.47	1382.52
10.	Pvt.	Coromandel International Ltd	3805.04	3042.32	2897.67	561.54
11.	Pvt.	Deepak Fertilizers & Petrochemicals Corp	259.09	246.53	420.79	67.38
12.	Pvt.	Gujrat Narmada Valley Fertilisers Co.Ltd	1126.00	1109.54	1289.94	609.55
13.	Pvt.	Indian Potash Limited	7701.05	5039.11	5319.30	740.53
14.	Pvt.	Nagarjuna Fertilizer & Chemicals Ltd	1599.00	1461.36	1870.58	373.10
15.	Pvt.	Paradeep Phosphate Ltd.	1698.68	1886.87	1928.18	361.03
16.	Pvt.	Shriram Fertilizer & Chemicals	356.01	380.23	621.73	209.85

1	2	3	4	5	6	7
17.	Pvt.	SPIC	2568.37	1477.96	791.90	415.80
18.	Pvt.	Tata Chemicals Ltd (HLL)	2170.79	1786.65	2308.01	615.76
19.	Pvt.	Tungbhadra Chemicals & Fertilizer Ltd	4.11	0.00	0.00	0.00
20.	Pvt.	Zuari Agro Chemicals Ltd	3046.29	2836.56	2746.92	905.01
21.	Pvt.	MMTC	0.00	1.56	0.00	0.00
22.	Pvt.	HPM Fertilizers	0.00	17.63	1.40	11.54
23.	Pvt.	Mosaic India Pvt. Ltd.	733.77	338.91	625.38	188.67
24.	Pvt.	INDO GULF	798.27	805.12	1684.79	493.56
25.	Pvt.	Duncan India Ltd	1.57	0.00	0.00	0.00
26.	Pvt.	Manglore Chemicals & Fertilisers Ltd	1821.52	1571.27	1696.08	810.20
27.	Pvt.	Rallis India Ltd.	2.55	0.00	0.00	0.00
28.	Pvt.	Foliage Crop. Solutions Pvt. Ltd.	1.73	0.00	0.00	0.00
29.	Pvt.	GreenStar Fertilizers Ltd.	438.91	713.56	255.41	77.97
30.	Pvt.	KPR Fertilizers Ltd.	81.96	151.99	52.98	0.00
31.	Pvt.	Toepeer Pvt. Ltd.	1.48	0.00	0.00	0.00
32.	Pvt.	SUNFERT	0.00	4.24	87.73	62.59
33.	Pvt.	TRANS AGRO	0.00	5.32	0.67	0.00
34.	Pvt.	HINDALCO IND LTD	346.17	290.87	326.95	0.00
35.	Pvt.	Kribhco Shyam Fertilizers Ltd	452.42	614.02	609.91	257.28
36.	Pvt.	Kanpur Fertilizers Chemicals Ltd.	0.00	0.00	202.36	523.64
	Pvt.	Agrigold Orgasis	0.00	0.00	4.90	23.91
37.	Pvt.	SSP UNITS	1851.63	1604.38	1548.22	227.77
		Total - Pvt.	33087.98	27831.49	30958.27	8919.20
38.		Pre-Oct 2000	73.58	82.88	0.00	0.00
39.		Freight	778.54	1184.16	1330.07	438.49
40.		Intt. On SBA	0.00	0.00	19.13	0.24
41.		Loss on Bonds	294.49	0.00	0.00	0.00
		Grand Total	57094.83	50576.10	55926.86	17746.34

[English]

### Demand and Production of Fertilizers

667. KUMARI SHOBHA KARANDLAGE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the estimated annual demand and indigenous production of fertilizers in the country;

(b) the steps taken by the Government to meet the domestic requirement of fertilizers;

(c) whether the Government proposes to increase/expand public /private investment in fertilizer sector and ;

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI NIHAL CHAND):

(a) The details of annual demand (requirement) and indigenous production of fertilizers throughout the country is as under:

<Figures in LMT>

Year	Urea		DAP		NPK	
	Annual Demand	Production	Annual Demand	Production	Annual Demand	Production
2013-14	316.90	227.09	109.86	36.08	107.36	69.09
2014-15*	66.04	55.93	21.96	7.92	22.46	14.17

\* Figures for 2014-15 are upto June, 2014 only.

(b) Department of Fertilizers has been taking following steps to meet the domestic requirement of various subsidized chemical fertilizers to each State/UTs:-

- (i) The month-wise demand is assessed and projected by the Department of Agriculture & Cooperation (DAC) in consultation with the State Governments before commencement of each cropping season.
- (ii) On the basis of month-wise & state-wise projection given by Department of Agriculture and Cooperation, Department of Fertilizers allocates sufficient/adequate quantities of fertilizers to States by issuing monthly supply plan and continuously monitors the availability through following system:
- (iii) The movement of all major subsidized fertilizers is being monitored throughout the country by an on-line web based monitoring system ([www.urvarak.co.in](http://www.urvarak.co.in)) also called as Fertilizer Monitoring System (FMS);
- (iv) The State Governments are regularly advised to coordinate with manufacturers and importers of fertilizers for streamlining the supplies through timely placement of indents for railway rakes

through their state institutional agencies like Markfed etc.

- (v) Regular weekly Video conference is conducted jointly by Department of Agriculture & Cooperation (DAC), Department of Fertilizers (DoF), and Ministry of Railways with State Agriculture Officials and corrective actions are taken to dispatch fertilizer as indicated by the State governments.
- (v) The gap in the demand and domestic production of fertilizer is met through imports.

(c) and (d) Yes, Madam. The Department of Fertilizers had notified the New Investment Policy(NIP)-2012 on 2nd January, 2013 to facilitate fresh investment in Urea sector in future and to reduce import dependency in the country. The policy provides for revamp, revival, brownfield projects and Greenfield projects in Urea sector.

Apart from above, the Cabinet Committee on Economic Affairs (CCEA) in August, 2011 had approved the Draft Rehabilitation Scheme (DRS) for revival of five Units of Fertilizer Corporation of India Limited (FCIL) namely Sindri, Talcher, Ramagundum, Gorakpur and Korba and three units of Hindustan Fertilizers Corporation Limited(HFCL) namely Haldia, Baruni and

Durgapur. Three closed units of FCIL namely Sindri, Ramagundam and Talcher being revived by the Public Sector Undertakings through nomination route. Remaining two closed units namely Gorakhpur and Korba of FCIL and three units of HFCL namely Barauni, Durgapur and Haldia of HFCL are to be revived through bidding route.

There is also a proposal for setting up a new ammonia urea complex of minimum 8.646 Lakh Metric Tonne Per Annum (LMTPA) at an estimated cost of Rs. 4400 crores at Namrup within the existing premises of BVFCL on Public Private Partner (PPP) basis which subsequently replace the existing two uneconomical operating ammonia-urea plants, Namrup II and III. The project will be developed by a Joint Venture (JV) consisting of BVFCL, Government of Assam (GoA), Oil India Limited (OIL) and private/public entity. BVFCL (11%), GoA (11%) and OIL (26%) will be awarded equity in the project on nomination basis while private/public parties (52%) will be inducted through competitive bidding. BVFCL's share on equity shall be by way of transferring the useful & equivalent tangible assets to the proposed JV. The remaining Assets of BVFCL shall remain with BVFCL.

It is also informed that in order to meet domestic requirement of Potassic and Phosphatic (P&K) fertilizers, the Department of Fertilizers has been encouraging the fertilizer companies to increase the fertilizer production. In this regard, the Government has been encouraging / facilitating the indigenous fertilizer companies for acquisition of raw materials assets abroad through joint ventures and also for Long Term Agreement with fertilizer control rich countries for supply of raw materials/intermediates.

### **Sports Infrastructure under PYKKA**

668. SHRI NAGENDRA KUMAR PRADHAN: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government is implementing the Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA) in order to create and develop sports infrastructure throughout the country;

(b) if so, the details thereof along with the sports infrastructure developed thereunder, State/UT-wise including Odisha;

(c) the details of funds allocated and utilised for the purpose during each of the last three years and the current year, State/UT-wise; and

(d) the extent to which the objectives of PYKKA has been achieved so far?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) The Central Government was implementing the Panchayat Yuva Krida aur Khel Abhiyan (PYKKA), for creation of basic sports infrastructure in the rural areas of the country since 2008-09 and upto 2013-14. The PYKKA Scheme has, since, been revamped and revised and named Rajiv Gandhi Khel Abhiyan (RGKA). Details of the RGKA Scheme is enclosed as Statement-I.

(b) The details of infrastructure developed in village panchayats and block panchayats during the operation of PYKKA scheme is enclosed in Statement-II.

(c) Details of grants released under the PYKKA during last three years, till 2013-14 is contained in Statement-III (a to c)

(d) Under the PYKKA, a total of 67931 village/block panchayats were approved. Out of these, 51497 village/block panchayats have been developed. The total participation in the annual sports competitions held under the PYKKA is 163.68 Lakhs.

### **Statement – I**

#### *Details of the RGKA Scheme*

Under the RGKA scheme, it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines, on land measuring about six - seven acres at a cost of Rs. 80 lakh each (Total Rs. 1.60 crore). There is also provision of Rs. 15 lakh for sports equipment to be provided by Ministry of Youth Affairs and Sports. It is proposed to have sporting facilities for both indoor and outdoor disciplines.

All the 6545 blocks in 634 districts will be covered in a phased manner over a period of 5 years. Funds for construction of the block level sports complex will be converged from different schemes such as Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA); Backward Regions Grant Fund (BRGF); Non Lapsable Central Pool of Resources (NLCPR - Central); Additional Central Assistance (ACA) for the Left Wing Extremism (LWE) affected districts, of the Ministries of Rural Development, Panchayati Raj, Development of North Eastern Region (DONER) and Planning Commission respectively with RGKA.

Three Sports Trainers (one Master Sports Trainer and two Sports Trainers, out of serving Physical Education Teachers) will be engaged in each block level sports complex for training of sports persons. They will be given suitable honorarium in addition to their normal salaries received from respective school/college.

Annual Sports competitions viz., Rural Sports Competitions, Women Sports Competitions, North-East Games and Special Area Games (for LWE affected regions) shall be held under RGKA upto the National level. The grants for holding the above competitions have also been enhanced.

**Statement – II**

*Status of Development of Playfields as on 31.03.2014 in Respect of Village/Block Panchavats Approved/Covered Under Pykka Scheme for the Period from 2008-09 to 2013-14*

S. No.	Name of the States/ UT's	Coverage of village/ block panchavats under PYKKA scheme			No. of playfields developed
		No. of village panchayats	No. of block panchayats	Total	
1	2	3	4	5	6
1.	Andhra Pradesh	6570	339	6909	6909
2.	Arunachal Pradesh	1420	128	1548	1161
3.	Assam	999	66	1065	355
4.	Bihar	847	53	900	-
5.	Chhattisgarh	2946	42	2988	691
6.	Goa	19	4	23	23
7.	Gujarat	1975	44	2019	922
8.	Haryana	2476	48	2524	2524
9.	Himachal Pradesh	1685	42	1727	1727
10.	Jammu Kashmir	413	14	427	427
11.	Jharkhand	403	21	424	424
12.	Karnataka	2825	90	2915	2332
13.	Kerala	400	60	460	230
14.	Madhya Pradesh	6912	93	7005	4670
15.	Maharashtra	5441	70	5511	5511
16.	Manipur	79	4	83	83

1	2	3	4	5	6
17.	Meghalaya	249	24	273	273
18.	Mizoram	817	26	843	590
19.	Nagaland	1098	52	1140	690
20.	Odisha	3115	155	3270	3270
21.	Punjab	3699	42	3741	3727
22.	Rajasthan	1786	49	1835	893
23.	Sikkim	166	95	261	261
24.	Tamil Nadu	1261	38	1299	649
25.	Tripura	1040	44	1084	648
26.	Uttar Pradesh	13080	246	13326	9860
27.	Uttarakhand	3761	46	3807	2279
28.	West Bengal	335	33	368	368
	UTs				
29.	Andaman and Nicobar Islands	60	6	66	-
30.	Daman and Diu	14		14	-
31.	Lakshadweep	2	9	11	
32.	Puducherry	50	5	55	-
	Total	65943	1988	67931	51497

**Statement – III (a)**

*State-Wise Number of Village/Block Panchayats Approved and Grant Released Under Pykka Scheme for Development of Playfields During 2011-12*

(Rs. in crore)

S. No.	Name of State	No. of village panchayat approved	No. of block panchayat approved	Funds released
1	2	3	4	5
1.	Andhra Pradesh			25.98
2.	Gujarat	-	-	13.43
3.	Haryana	619	12	5.09
4.	Himachal Pradesh	324	08	3.66
5.	Jammu and Kashmir	-	-	0.56
6.	Jharkhand	-	-	2.40

1	2	3	4	5
7.	Madhya Pradesh	2,304	31	39.99
8.	Manipur	-	-	0.22
9.	Meghalaya	83	08	1.72
10.	Mizoram	-	-	2.07
11.	Nagaland	110	05	4.70
12.	Orissa	-	-	7.34
13.	Rajasthan	917	25	2.75
14.	Sikkim	32	20	1.66
15.	Tripura	312	12	4.09
16.	Uttar Pradesh	-	-	18.39
Total		4,701	121	134.05

**Statement – III (b)**

*State-Wise Number of Village/Block Panchayats Approved and Grant Released Under Pykka Scheme for Development of Playfields During 2012-13*

(Rs. in crore)

S. No	Name of the State/UT	No. of village panchayat approved	No. of block panchayat approved	Funds released
1	2	3	4	5
1.	Andhra Pradesh	-	-	10.63
2.	Assam	666	44	10.28
3.	Chhattisgarh	1964	28	25.27
4.	Goa	-	-	0.18
5.	Haryana	-	-	-
6.	Himachal Pradesh	389	10	6.34
7.	Karnataka	566	18	9.61
8.	Kerala	200	30	10.36
9.	Madhya Pradesh			
10.	Maharashtra			
11.	Manipur			
12.	Meghalaya			
13.	Mizoram	163	05	2.07



1	2	3	4	5
14.	Nagaland			
15.	Odisha	1246	62	19.21
16.	Punjab			
17.	Rajasthan			
18.	Sikkim	70	35	2.51
19.	Tamil nadu			
20.	Tripura	-	-	
21.	Uttar Pradesh	3384	82	9.03
22.	Uttrakhand	-	-	3.38
	UTs			
23.	Daman and Diu	14	-	0.14
	Total	8662	314	109.01

**Statement – III (c)**

*State-Wise Number of Village/Block Panchayats Approved and Grant Released Under Pykka Scheme for Development of Playfields During 2013-14 (Upto 31.03.2014)*

S. No.	Name of the State/ UT	For development and maintenance of playfields		
		No. of VP	No. of BP	Amount
1	2	3	4	5
1.	Arunachal Pradesh	355	32	7.27
2.	Assam			
3.	Chhattisgarh			
4.	Goa			
5.	Haryana			3.34
6.	Himachal Pradesh	-	-	2.99
7.	Karnataka	565	18	10.2
8.	Kerala			
9.	Madhya Pradesh	2304	31	32.55
10.	Maharashtra			
11.	Manipur			
12.	Meghalaya			0.44
13.	Mizoram	245	8	4.1

1	2	3	4	5
14. Nagaland		438	22	6
15. Odisha				7.53
16. Punjab				
17. Rajasthan				
18. Sikkim		166	95	0.79
19. Tamilnadu				6.58
20. Tripura		208	10	4.3
21. Uttar Pradesh				4.92
22. Uttrakhand		1511	17	22.84
UTs				
23. Daman and Diu				
Total		5626	138	113.85

### **Crime Against SC/ST Community**

669. SHRI BHARTRUHARI MAHTAB:

SHRI RATTAN LAL KATARIA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether cases of crime/atrocities against women and children belonging to the Scheduled Caste/(SC)/Scheduled Tribes (ST) community are on the rise in the country;

(b) if so, the details thereof and the total number of such cases reported, cases solved/unsolved, accused arrested and the action taken against the guilty, separately during each of the last three years and the current year, crime and State/UT-wise; and

(c) the effective measures taken/ proposed to be taken by the Government to curb such cases along with the advisories issued to the States and the Police Departments to improve the conviction rate and ensure registration of all cases related to the SC/ST community under the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b): As per data available with National Crimes Records Bureau

(NCRB), the disaggregated data on crimes against children of the SC/ST community are not maintained centrally. However a total of 1,557 cases, 1,576 and 2,073 cases of rape of Scheduled caste women were reported during the years 2011, 2012 and 2013 respectively. In case of Scheduled Tribes, a total of 772, 729 and 847 cases of rape were reported during the years 2011, 2012 and 2013 respectively.

Statewise details on total number of cases registered (CR), chargesheeted (CS), cases convicted (CV), persons arrested (PAR), persons chargesheeted (PCS) and persons convicted (PCV) in the cases of rape registered against members of SC/ST Community during the years 2011 - 2013 is given in the enclosed Statement-I and II respectively

(c) As per Seventh Schedule, 'Police' and 'Public Order' are State subjects under the Constitution, and as such the primary responsibility of prevention, detection, registration, investigation and prosecution of crimes, including crimes against SC/ST lies with the State Governments and Union Territory Administrations. However, the Union Government attaches highest importance to the matter of prevention and control of crime against SC/ST. Ministry of Home Affairs has sent a detailed advisory dated 01st April, 2010 on crimes against SC/ST to all States / UTs.

The advisory on SC/ST has enumerated various steps, viz; vigorous and conscientious enforcement of the statutory provisions and the existing legislations; sensitizing the law enforcement machinery towards crimes against SCs/STs by way of well-structured training programmes, conferences and seminars etc.; improving general awareness about legislations on crimes against SCs/STs, develop a community monitoring system to check cases of violence, abuse and exploitation; no delay in the registration of FIR in cases of crimes against SCs/STs; identification of for the economic and social

atrocities-prone areas for taking preventive measures; adequate measures rehabilitation of the victims of atrocities etc.

Ministry of Home Affairs in consultation with Ministry of Social Justice and Empowerment had convened a meeting to discuss on effective implementation of SC/ST PoA Act 1989 on 17th April, 2012 and 4th January, 2013 at New Delhi wherein the various aspects of effective implementation of legislations concerning SC/ST were discussed.

**Statement – I**

*Number of Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CV), Persons Arrested (PAR), Persons Chargesheeted (PCS) and Persons Convicted (PCV) Under Rape Against SC During 2011 To 2013*

S. No.	State/UT	2011						2012					
		CR	CS	CV	PAR	PCS	PCV	CR	CS	CV	PAR	PCS	PCV
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	131	105	6	159	155	9	104	97	4	132	136	7
2.	Arunachal Pradesh	0	0	0	0	0	0	0	0	0	0	0	0
3.	Assam	0	1	0	0	2	0	0	2	0	0	1	0
4.	Bihar	29	20	8	41	25	10	39	39	5	47	47	5
5.	Chhattisgarh	40	40	14	54	54	21	63	56	10	90	88	16
6.	Goa	0	0	0	0	0	0	0	0	0	0	0	0
7.	Gujarat	45	32	2	50	52	2	45	44	1	90	85	1
8.	Haryana	56	45	6	72	74	10	67	55	4	109	102	5
9.	Himachal Pradesh	5	5	0	6	4	0	13	11	0	19	18	0
10.	Jammu and Kashmir	0	0	0	0	0	0	0	0	0	0	0	0
11.	Jharkhand	15	8	3	12	10	5	8	4	2	9	9	2
12.	Karnataka	32	26	2	52	49	2	43	35	2	42	38	2
13.	Kerala	106	86	9	111	104	9	99	80	2	132	121	3
14.	Madhya Pradesh	327	311	80	470	482	103	367	367	76	530	531	115
15.	Maharashtra	95	92	7	133	130	8	97	87	6	163	146	8



1	2	3	4	5	6	7	8
5.	Chhattisgarh	55	67	19	87	85	22
6.	Goa	0	0	0	0	0	0
7.	Gujarat	75	70	1	144	141	2
8.	Haryana	131	114	15	205	208	32
9.	Himachal Pradesh	18	16	4	25	25	5
10.	Jammu and Kashmir	0	0	0	0	0	0
11.	Jharkhand	6	6	0	4	4	0
12.	Karnataka	67	57	3	92	86	3
13.	Kerala	115	86	10	148	128	12
14.	Madhya Pradesh	397	364	88	546	544	128
15.	Maharashtra	179	154	6	285	257	8
16.	Manipur	1	0	0	0	0	0
17.	Meghalaya	0	0	0	0	0	0
18.	Mizoram	0	0	0	0	0	0
19.	Nagaland	0	0	0	0	0	0
20.	Odisha	99	71	2	98	87	2
21.	Punjab	22	18	5	26	25	9
22.	Rajasthan	294	167	79	242	241	62
23.	Sikkim	0	0	4	0	0	1
24.	Tamil Nadu	28	18	2	29	27	5
25.	Tripura	3	3	0	3	3	0
26.	Uttar Pradesh	391	304	114	755	511	157
27.	Uttarakhand	7	5	7	8	9	13
28.	West Bengal	2	2	0	12	3	0
Total (States)		2072	1655	376	2898	2572	483
29.	Andaman and Nicobar Islands	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0
33.	Delhi	0	0	0	0	0	0



1	2	3	4	5	6	7	8	9	10	11	12	13	14
20.	Odisha	45	38	4	39	41	9	70	49	7	59	63	8
21.	Punjab	0	0	0	0	0	0	0	0	0	0	0	0
22.	Rajasthan	50	34	7	51	51	8	59	43	6	48	48	5
23.	Sikkim	0	0	1	0	0	1	1	1	1	1	1	2
24.	Tamil Nadu	3	0	0	3	0	0	2	3	0	2	3	0
25.	Tripura	7	8	1	9	8	1	1	2	0	1	2	0
26.	Uttar Pradesh	0	0	0	0	0	0	2	2	0	4	4	0
27.	Uttarakhand	0	0	0	0	0	0	0	0	0	0	0	0
28.	West Bengal	4	2	0	3	2	0	20	20	0	24	25	0
Total (States)		770	645	114	952	922	148	729	699	139	946	938	174
29.	Andaman and Nicobar Islands	1	1	0	1	1	0	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	1	1	0	1	1	0	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0
33.	Delhi	0	0	0	0	0	0	0	0	0	0	0	0
34.	Lakshadweep	0	0	1	0	0	1	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0	0	0	0	0	0	0
Total (UTs)		2	2	1	2	2	1	0	0	0	0	0	0
Total (All-India)		772	647	115	954	924	149	729	699	139	946	938	174

S. No.	State/UT	2013					
		CR	CS	CV	PAR	PCS	PCV
1	2	15	16	17	18	19	20
1.	Andhra Pradesh	37	42	2	49	50	2
2.	Arunachal Pradesh	1	1	0	1	1	0
3.	Assam	0	0	0	0	0	0
4.	Bihar	0	0	0	0	0	0
5.	Chhattisgarh	112	118	12	167	164	20
6.	Goa	0	0	0	0	0	0
7.	Gujarat	34	35	1	54	56	1

1	2	15	16	17	18	19	20
8.	Haryana	0	0	0	0	0	0
9.	Himachal Pradesh	0	0	0	0	0	0
10.	Jammu and Kashmir	0	0	0	0	0	0
11.	Jharkhand	15	14	2	10	10	2
12.	Karnataka	19	17	0	17	14	0
13.	Kerala	44	33	3	40	45	3
14.	Madhya Pradesh	329	309	76	492	488	135
15.	Maharashtra	91	76	3	131	103	5
16.	Manipur	2	1	1	1	1	4
17.	Meghalaya	0	0	0	0	0	0
18.	Mizoram	0	0	0	0	0	0
19.	Nagaland	6	2	0	11	5	0
20.	Odisha	58	55	2	67	63	4
21.	Punjab	0	0	0	0	0	0
22.	Rajasthan	83	54	5	78	78	9
23.	Sikkim	0	0	1	0	0	2
24.	Tamil Nadu	2	1	0	1	1	0
25.	Tripura	3	3	0	3	3	0
26.	Uttar Pradesh	2	2	0	2	2	0
27.	Uttarakhand	0	0	0	0	0	0
28.	West Bengal	9	5	0	8	7	0
Total (States)		847	768	108	1132	1091	187
29.	Andaman and Nicobar Islands	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0
33.	Delhi	0	0	0	0	0	0
34.	Lakshadweep	0	0	0	0	0	0
35.	Puducherry	0	0	0	0	0	0



1	2	15	16	17	18	19	20
Total (UTs)		0	0	0	0	0	0
Total (All-India)		847	768	108	1132	1091	187

### Complaints Against Police Personnel

670. SHRI RAM MOHAN NAIDU KINJARAPU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether as per the report of the National Crime Records Bureau (NCRB), in 2012 Delhi has the highest number of complaints/cases registered against police personnel;

(b) if so, the details thereof including the number of complaints registered against police personnel in the country during each of the last three years and the current year, State/UT-wise;

(c) whether any inquiry has been conducted against those complaints; and

(d) if so, the number of police personnel found guilty and the action taken against them so far, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) As per NCRB report "Crime in India 2012", Delhi stands at the second position with regard to complaints/cases registered against police personnel with 12342 complaints after Madhya Pradesh with 12412 number of complaints/cases.

(b) to (d) As per NCRB report details of complaints registered against police personnel and action taken against personnel found guilty in the country during the year 2011, 2012 and 2013 are at given in the enclosed Statement-I, II and III. respectively.

**Statement – I**

*Complaints/Cases Registered Against Police Personnel During 2011 (State & UT-Wise)*

S. No.	State/UT	No. Of Complaints Received/ Alleged During The Year	Complaints Received/Cases Registered						
			No. Of Inquiry Instituted			Complaints / Cases Declared False/ Unsustantiated	No. of Cases Registered During The Year	No. Of Cases	
			Departmental	Magisterial	Judicial			Reported For Regular Deptt. Action	Sent Up For Trials/ Charge- Sheeted
1	2	3	4	5	6	7	8	9	10
STATES:									
1.	Andhra Pradesh	346	271	0	16	4	82	135	44
2.	Arunachal Pradesh	115	115	0	0	0	3	0	2
3.	Assam	6	0	1	3	0	10	0	2
4.	Bihar	22	4	0	19	0	22	0	1
5.	Chhattisgarh	1345	328	25	2	1092	10	30	6
6.	Goa	6	0	0	0	0	0	6	4
7.	Gujarat	1304	480	47	21	472	269	346	211
8.	Haryana	3058	858	124	0	960	252	6	2
9.	Himachal Pradesh	373	44	1	0	222	17	0	9
10.	Jammu and Kashmir	595	414	7	2	183	58	31	24
11.	Jharkhand	3	1	1	0	1	2	12	1
12.	Karnataka	236	153	27	13	8	107	88	69
13.	Kerala	3274	2390	0	1	2613	197	98	88
14.	Madhya Pradesh	10683	1845	0	0	8678	13	32	11
15.	Maharashtra	5541	558	2	73	3842	399	159	191

16.	Manipur	4	4	0	0	0	4	5	0
17.	Meghalaya	2	2	1	0	0	5	1	2
18.	Mizoram	4	0	3	0	0	4	0	1
19.	Nagaland	8	0	0	8	0	8	0	6
20.	Odisha	22	3	0	18	2	22	3	6
21.	Punjab	5767	2057	4	0	4739	142	73	25
22.	Rajasthan	2550	959	0	0	2068	134	92	25
23.	Sikkim	0	0	0	0	0	0	0	0
24.	Tamil Nadu	451	431	26	45	13	140	145	81
25.	Tripura	19	9	1	9	0	23	9	4
26.	Uttar Pradesh	11971	9191	12	0	2768	9203	8717	80
27.	Uttarakhand	458	458	0	0	428	9	21	8
28.	West Bengal	158	35	0	4	0	20	11	4
Total (States)		48321	20610	282	234	28093	11155	10020	907
UNION TERRITORIES:									
29.	Andaman and Nicobar Islands	12	0	0	12	0	12	0	4
30.	Chandigarh	624	0	0	0	301	1	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0	0	0
33.	Delhi	12805	532	0	0	395	0	0	0
34.	Lakshadweep	2	2	0	0	0	2	0	1
35.	Puducherry	1	0	0	0	0	1	0	1
Total (UTs)		13444	534	0	12	696	16	0	6
Total (All-India)		61765	21144	282	246	28789	11171	10020	913

S. No.	State/UT	Police Personnel Involved/Action Taken				
		No. of Police Personnel Sent Up For Trial During The Year	No. of Police Personnel whose cases were withdrawn or otherwise disposed of	No. of Personnel In Whose Cases Trial Completed	No. of Police Personnel	
					Convicted	Acquitted
1	2	11	12	13	14	15
STATES:						
1.	Andhra Pradesh	54	4	6	0	6
2.	Arunachal Pradesh	2	0	0	0	0
3.	Assam	1	2	1	0	1
4.	Bihar	32	2	0	0	0
5.	Chhattisgarh	5	16	24	8	16
6.	Goa	4	0	2	0	2
7.	Gujarat	222	346	10	0	10
8.	Haryana	5	0	2	1	1
9.	Himachal Pradesh	6	2	1	0	1
10.	Jammu and Kashmir	41	6	6	0	6
11.	Jharkhand	1	0	0	0	0
12.	Karnataka	51	0	1	0	1
13.	Kerala	101	8	11	1	10
14.	Madhya Pradesh	14	0	216	0	216
15.	Maharashtra	212	7	18	4	14
16.	Manipur	0	0	0	0	0
17.	Meghalaya	1	1	0	0	0
18.	Mizoram	1	0	0	0	0
19.	Nagaland	7	0	0	0	0
20.	Odisha	9	0	0	0	0
21.	Punjab	32	27	48	20	28
22.	Rajasthan	44	12	5	4	1
23.	Sikkim	0	0	0	0	0
24.	Tamil Nadu	66	7	6	1	5
25.	Tripura	4	3	1	0	1

1	2	11	12	13	14	15
26.	Uttar Pradesh	145	0	3	0	3
27.	Uttarakhand	8	0	1	0	1
28.	West Bengal	14	0	14	0	14
Total (States)		1082	443	376	39	337
UNION TERRITORIES:						
29.	Andaman and Nicobar Islands	4	0	2	1	1
30.	Chandigarh	0	0	0	0	0
31.	Dadra and Nagar Haveli	4	0	0	0	0
32.	Daman and Diu	0	0	0	0	0
33.	Delhi	137	32	61	7	54
34.	Lakshadweep	1	0	0	0	0
35.	Puducherry	1	0	0	0	0
Total (UTs)		147	32	63	8	55
Total (All-India)		1229	475	439	47	392

S. No.	State/UT	Departmental Action/Punishment					
		No. Of Police Personnel					
		Against Whom Disciplinary Action Initiated	Whose Cases Withdrawn Or Otherwise Disposed Of	In Whose Cases Trial Was Completed	Dismissed/Removed From Service	Major Punishment Awarded	Minor Punishment Awarded
1	2	16	17	18	19	20	21
STATES:							
1.	Andhra Pradesh	717	435	51	25	127	393
2.	Arunachal Pradesh	114	0	1	0	18	33
3.	Assam	0	0	1	0	10	61
4.	Bihar	465	198	191	2	171	192
5.	Chhattisgarh	83	255	287	252	40	182
6.	Goa	375	324	73	7	1	320
7.	Gujarat	2277	187	676	54	165	687
8.	Haryana	17	0	i	0	0	0

1	2	16	17	18	19	20	21
9.	Himachal Pradesh	98	11	28	0	20	32
10.	Jammu and Kashmir	1665	843	763	11	552	371
11.	Jharkhand	866	662	827	28	566	152
12.	Karnataka	250	50	6	5	16	79
13.	Kerala	902	126	177	17	141	160
14.	Madhya Pradesh	128	587	55	9	49	118
15.	Maharashtra	220	21	117	19	11	87
16.	Manipur	11	0	0	0	0	0
17.	Meghalaya	4	0	0	5	57	32
18.	Mizoram	3	2	0	0	0	0
19.	Nagaland	2	2	0	0	2	0
20.	Odisha	11	0	0	0	0	0
21.	Punjab	1844	268	191	98	569	1688
22.	Rajasthan	2141	385	1054	19	131	904
23.	Sikkim	50	7	51	4	13	31
24.	Tamil Nadu	1683	331	323	25	322	735
25.	Tripura	60	24	23	8	11	25
26.	Uttar Pradesh	9683	2502	7181	108	517	6556
27.	Uttarakhand	186	15	160	3	52	105
28.	West Bengal	93	40	14	6	36	137
Total (States)		23948	7275	12252	705	3597	13080
UNION TERRITORIES:							
29.	Andaman and Nicobar Islands	33	39	0	3	13	78
30.	Chandigarh	104	36	0	3	11	24
31.	Dadra and Nagar Haveli	6	0	0	0	0	1
32.	Daman and Diu	0	0	0	0	0	0
33.	Delhi	2624	1149	2838	162	861	1815
34.	Lakshadweep	2	0	0	0	0	2
35.	Puducherry	19	1	0	0	0	4
Total (UTs)		2788	1225	2838	168	885	1924
Total (All-India)		26736	8500	15090	873	4482	15004

**Statement – II**

*Complaints/Cases Registered Against Police Personnel During 2012 (State & UT-Wise)*

S. No.	State/UT	No. Of Complaints Received/ Alleged During The Year	Complaints Received/Cases Registered						
			No. Of Inquiry Instituted			Complaints / Cases Declared False/ Unsustantiated	No. of Cases Registered During The Year	No. Of Cases	
			Departmental	Magisterial	Judicial			Reported For Regular Deptt. Action	Sent Up For Trials/ Charge- Sheeted
1	2	3	4	5	6	7	8	9	10
STATES:									
1.	Andhra Pradesh	614	525	4	17	2	128	239	37
2.	Arunachal Pradesh	120	120	0	0	0	2	0	0
3.	Assam	35	5	1	0	0	15	3	2
4.	Bihar	18	8	3	12	0	18	5	6
5.	Chhattisgarh	1918	863	3	4	1622	24	85	10
6.	Goa	15	3	0	0	12	1	3	0
7.	Gujarat	1152	524	48	12	443	252	403	192
8.	Haryana	1434	1400	195	0	1482	409	9	7
9.	Himachal Pradesh	403	13	0	0	335	6	1	3
10.	Jammu and Kashmir	423	539	2	2	190	46	18	12
11.	Jharkhand	0	0	0	0	0	1	0	0
12.	Karnataka	256	174	10	8	10	100	62	30
13.	Kerala	3193	2599	0	1	2540	208	102	90
14.	Madhya Pradesh	12412	794	2	0	11078	11	17	12
15.	Maharashtra	6925	398	14	65	4549	380	99	173

1	2	3	4	5	6	7	8	9	10
16.	Manipur	2	2	0	1	0	2	0	1
17.	Meghalaya	11	1	0	2	0	11	1	2
18.	Mizoram	6	2	2	0	0	6	1	5
19.	Nagaland	30	20	0	10	0	10	3	9
20.	Odisha	35	18	3	14	6	32	6	8
21.	Punjab	3654	1102	21	8	2838	102	71	28
22.	Rajasthan	2665	1071	0	0	2347	149	76	33
23.	Sikkim	0	0	0	0	0	0	0	0
24.	Tamil Nadu	378	186	29	74	64	220	155	100
25.	Tripura	0	0	0	0	0	0	0	0
26.	Uttar Pradesh	8440	8424	15	1	2498	95	5847	36
27.	Uttarakhand	272	272	0	0	215	6	51	5
28.	West Bengal	48	44	0	10	1	39	19	31
Total (States)		44459	19107	352	241	30232	2273	7276	832
UNION TERRITORIES:									
29.	Andaman and Nicobar Islands	11	0	0	11	0	11	0	5
30.	Chandigarh	546	0	0	0	397	0	0	0
31.	Dadra and Nagar Haveli	0	7	0	0	0	0	7	0
32.	Daman and Diu	0	0	0	0	0	0	0	0
33.	Delhi	12342	376	0	0	245	0	0	0
34.	Lakshadweep	2	0	0	0	1	2	0	1
35.	Puducherry	3	0	0	0	0	3	0	1
Total (UTs)		12904	383	0	11	643	16	7	7
Total (All-India)		57363	19490	352	252	30875	2289	7283	839

Source : Crime in India



S. No.	State/UT	Police Personnel Involved/Action Taken				
		No. of Police Personnel Sent Up For Trial During The Year	No. of Police Personnel whose cases were withdrawn or otherwise disposed of	No. of Personnel In Whose Cases Trial Completed	No. of Police Personnel	
					Convicted	Acquitted
1	2	11	12	13	14	15
STATES:						
1.	Andhra Pradesh	87	9	7	0	7
2.	Arunachal Pradesh	0	0	0	0	0
3.	Assam	3	2	0	0	0
4.	Bihar	21	6	2	0	2
5.	Chhattisgarh	19	1	3	3	0
6.	Goa	0	0	0	0	0
7.	Gujarat	191	331	4	3	1
8.	Haryana	6	0	2	2	0
9.	Himachal Pradesh	6	0	0	0	0
10.	Jammu and Kashmir	41	10	8	5	3
11.	Jharkhand	0	0	0	0	0
12.	Karnataka	24	9	3	2	1
13.	Kerala	91	9	15	1	14
14.	Madhya Pradesh	9	0	3	0	3
15.	Maharashtra	185	18	25	5	20
16.	Manipur	1	0	0	0	0
17.	Meghalaya	2	1	0	0	0
18.	Mizoram	5	1	0	0	0
19.	Nagaland	12	0	6	0	6
20.	Odisha	8	0	2	0	2
21.	Punjab	44	20	14	5	9
22.	Rajasthan	39	29	4	0	4
23.	Sikkim	0	0	0	0	0
24.	Tamil Nadu	99	9	6	1	5
25.	Tripura	0	0	0	0	0

1	2	11	12	13	14	15
26.	Uttar Pradesh	67	0	2	2	0
27.	Uttarakhand	6	0	3	0	3
28.	West Bengal	31	1	6	0	6
Total (States)		997	456	115	29	86
UNION TERRITORIES:						
29.	Andaman and Nicobar Islands	5	0	0	0	0
30.	Chandigarh	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0
33.	Delhi	142	174	43	13	30
34.	Lakshadweep	2	3	0	0	0
35.	Puducherry	1	0	0	0	0
Total (UTs)		150	177	43	13	30
Total (All-India)		1147	633	158	42	116

S. No.	State/UT	Departmental Action/Punishment					
		No. Of Police Personnel					
		Against Whom Disciplinary Action Initiated	Whose Cases Withdrawn Or Otherwise Disposed Of	In Whose Cases Trial Was Completed	Dismissed/Removed From Service	Major Punishment Awarded	Minor Punishment Awarded
1	2	16	17	18	19	20	21

## STATES:

1.	Andhra Pradesh	1607	847	100	36	300	642
2.	Arunachal Pradesh	118	0	0	0	6	24
3.	Assam	0	0	1	1	23	80
4.	Bihar	67	7	37	3	17	12
5.	Chhattisgarh	264	12	172	34	53	118
6.	Goa	162	148	43	0	1	82
7.	Gujarat	1964	347	572	54	200	718
8.	Haryana	0	0	0	0	9	0

1	2	16	17	18	19	20	21
9.	Himachal Pradesh	71	10	19	1	18	26
10.	Jammu and Kashmir	2766	1497	412	20	605	447
11.	Jharkhand	1067	256	593	76	703	308
12.	Karnataka	233	4	49	3	16	120
13.	Kerala	861	131	127	11	91	163
14.	Madhya Pradesh	131	274	12	16	84	148
15.	Maharashtra	152	18	90	11	35	44
16.	Manipur	0	0	0	0	0	0
17.	Meghalaya	9	0	0	1	1	0
18.	Mizoram	2	0	0	0	0	0
19.	Nagaland	23	0	16	0	4	11
20.	Odisha	54	1	22	3	17	3
21.	Punjab	1222	179	99	84	506	956
22.	Rajasthan	2307	501	1 137	21	174	1011
23.	Sikkim	0	0	0	0	0	0
24.	Tamil Nadu	2024	612	458	32	371	819
25.	Tripura	0	0	0	0	0	0
26.	Uttar Pradesh	6851	1230	4697	75	347	4275
27.	Uttarakhand	459	28	379	8	82	289
28.	West Bengal	72	43	20	4	57	150
Total (States)		22486	6145	9055	494	3720	10446
UNION TERRITORIES:							
29.	Andaman and Nicobar Islands	10	11	0	2	9	2
30.	Chandigarh	143	95	0	0	18	44
31.	Dadra and Nagar Haveli	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0
33.	Delhi	1049	1214	1968	112	452	1404
34.	Lakshadweep	0	3	0	0	0	0
35.	Puducherry	32	9	0	0	0	4
Total (UTs)		1234	1332	1968	114	479	1454
Total (All-India)		23720	7477	11023	608	4199	11900

**Statement – III**

*Complaints/Cases Registered Against Police Personnel During 2013 (State & UT-Wise)*

S. No.	State/UT	No. Of Complaints Received/ Alleged During The Year	Complaints Received/Cases Registered						
			No. Of Inquiry Instituted			Complaints / Cases Declared False/ Unsustantiated	No. of Cases Registered During The Year	No. Of Cases	
			Departmental	Magisterial	Judicial			Reported For Regular Deptt. Action	Sent Up For Trials/ Charge- Sheeted
1	2	3	4	5	6	7	8	9	10
STATES:									
1.	Andhra Pradesh	354	317	1	18	21	153	112	43
2.	Arunachal Pradesh	126	126	0	0	0	16	0	0
3.	Assam	4	23	3	1	1	13	0	1
4.	Bihar	41	3	0	38	1	31	0	0
5.	Chhattisgarh	1960	702	94	4	1532	28	38	15
6.	Goa	103	5	0	1	3	97	93	19
7.	Gujarat	965	445	44	135	301	237	276	180
8.	Haryana	1592	1334	1	138	1368	20	5	3
9.	Himachal Pradesh	303	26	1	0	269	8	0	1
10.	Jammu and Kashmir	839	479	0	1	351	60	270	26
11.	Jharkhand	2	130	0	132	0	2	2	1
12.	Karnataka	115	81	11	17	5	66	29	35
13.	Kerala	3116	2605	1	0	2591	178	92	66
14.	Madhya Pradesh	9297	867	52	1	8335	50	45	11
15.	Maharashtra	7280	951	1	86	4172	442	230	172

16. Manipur	1	1	0	0	0	0	0	0
17. Meghalaya	3	9	0	0	0	12	2	8
18. Mizoram	6	0	0	4	0	5	1	2
19. Nagaland	16	1	0	8	0	16	6	11
20. Odisha	60	40	1	19	2	56	14	18
21. Punjab	3468	727	14	0	3101	61	32	9
22. Rajasthan	3252	986	0	0	2514	136	36	38
23. Sikkim	0	0	0	0	0	0	0	0
24. Tamil Nadu	259	163	15	41	13	136	84	85
25. Tripura	8	4	0	2	0	8	0	5
26. Uttar Pradesh	4086	4078	8	0	1622	119	2326	39
27. Uttarakhand	399	399	0	0	218	13	168	2
28. West Bengal	164	155	0	9	0	16	35	8
<b>Total (States)</b>	<b>37819</b>	<b>14657</b>	<b>247</b>	<b>655</b>	<b>26420</b>	<b>1979</b>	<b>3896</b>	<b>798</b>
<b>UNION TERRITORIES:</b>								
29. Andaman and Nicobar Islands	93	93	0	0	93	0	0	0
30. Chandigarh	781	0	0	0	32	7	0	0
31. Dadra and Nagar Haveli	0	0	0	0	0	0	0	0
32. Daman and Diu	0	0	0	0	0	0	0	0
33. Delhi	12427	178	0	0	95	0	0	0
34. Lakshadweep	0	0	0	0	0	0	0	0
35. Puducherry	0	0	0	0	0	3	0	1
<b>Total (UTs)</b>	<b>13301</b>	<b>271</b>	<b>0</b>	<b>0</b>	<b>220</b>	<b>10</b>	<b>0</b>	<b>1</b>
<b>Total (All-India)</b>	<b>51120</b>	<b>14928</b>	<b>247</b>	<b>655</b>	<b>26640</b>	<b>[989</b>	<b>3896</b>	<b>799</b>

Source : Crime in India

S. No.	State/UT	Police Personnel Involved/Action Taken				
		No. of Police Personnel Sent Up For Trial During The Year	No. of Police Personnel whose cases were withdrawn or otherwise disposed of	No. of Personnel In Whose Cases Trial Completed	No. of Police Personnel	
1	2	11	12	13	14	15
STATES:						
1.	Andhra Pradesh	105	9	24	4	20
2.	Arunachal Pradesh	0	0	0	0	0
3.	Assam	2	3	2	1	1
4.	Bihar	40	5	2	0	2
5.	Chhattisgarh	117	6	15	9	6
6.	Goa	1	1	0	0	0
7.	Gujarat	196	275	13	4	9
8.	Haryana	3	3	0	0	0
9.	Himachal Pradesh	11	4	6	2	4
10.	Jammu and Kashmir	51	6	2	0	2
11.	Jharkhand	1	0	0	0	0
12.	Karnataka	36	3	6		5
13.	Kerala	93	4	12	2	10
14.	Madhya Pradesh	8	2	5	5	0
15.	Maharashtra	176	3	15	7	8
16.	Manipur	0	0	0	0	0
17.	Meghalaya	8	1	0	0	0
18.	Mizoram	2	1	0	0	0
19.	Nagaland	23	1	3	0	3
20.	Odisha	19	0	0	c	0
21.	Punjab	26	48	21	5	16
22.	Rajasthan	38	31	5	3	2
23.	Sikkim	0	0	0	0	0
24.	Tamil Nadu	78	5	10	1	9

1	2	11	12	13	14	15
25.	Tripura	5	0	1	0	1
26.	Uttar Pradesh	51	0	9	9	0
27.	Uttarakhand	2	0	1	0	1
28.	West Bengal	8	1	1	0	1
Total (States)		1100	412	153	53	100

## UNION TERRITORIES:

29.	Andaman and Nicobar Islands	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0
31.	Dadra and Nagar Haveli	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0
33.	Delhi	149	0	1	0	1
34.	Lakshadweep	0	0	0	0	0
35.	Puducherry	1	0	0	0	0
Total (UTs)		150	0	1	0	1
Total (All-India)		1250	412	154	53	101

S. No.	State/UT	Departmental Action/Punishment					
		No. Of Police Personnel					
1	2	16	17	18	19	20	21
		Against Whom Disciplinary Action Initiated	Whose Cases Withdrawn Or Otherwise Disposed Of	In Whose Cases Trial Was Completed	Dismissed/ Removed From Service	Major Punishment Awarded	Minor Punishment Awarded

## STATES:

1.	Andhra Pradesh	1522	521	8	10	188	1038
2.	Arunachal Pradesh	110	0	0	0	11	50
3.	Assam	0	0	0	1	0	40
4.	Bihar	145	28	74	0	18	17
5.	Chhattisgarh	263	54	203	53	47	135

1	2	16	17	18	19	20	21
6.	Goa	393	119	85	1	2	196
7.	Gujarat	2454	722	969	46	221	1358
8.	Haryana	13	0	0	0	6	4
9.	Himachal Pradesh	64	19	31	0	9	25
10.	Jammu and Kashmir	1432	795	153	19	512	421
11.	Jharkhand	1183	562	441	57	623	210
12.	Karnataka	266	3	172	3	22	245
13.	Kerala	774	159	162	14	62	123
14.	Madhya Pradesh	143	17	7	8	36	186
15.	Maharashtra	1019	19	801	32	40	729
16.	Manipur	1	0	0	0	0	0
17.	Meghalaya	30	12	0	10	59	41
18.	Mizoram	0	0	0	0	0	0
19.	Nagaland	5	0	0	12	1	4
20.	Odisha	22	0	0	0	0	4
21.	Punjab	1287	137	352	53	411	1400
22.	Rajasthan	2102	550	791	14	185	801
23.	Sikkim	51	7	39	7	14	18
24.	Tamil Nadu	1126	136	260	29	233	497
25.	Tripura	39	7	7	1	4	23
26.	Uttar Pradesh	7547	1540	4904	52	482	4370
27.	Uttarakhand	597	225	334	6	33	295
28.	West Bengal	250	86	2	4	126	91
Total (States)		22838	5718	9795	432	3345	12321
UNION TERRITORIES:							
29.	Andaman and Nicobar Islands	0	0	0	0	0	0
30.	Chandigarh	192	172	6	9	42	63
31.	Dadra and Nagar Haveli	12	3	0	0	1	0
32.	Daman and Diu	10	0	0	0	0	0
33.	Delhi	1125	1122	2025	103	592	1330



1	2	16	17	18	19	20	21
34.	Lakshadweep	0	0	0	0	0	0
35.	Puducherry	40	6	0	0	0	10
Total (UTs)		1379	1303	2031	112	635	1403
Total (All-India)		24217	7021	11826	544	3980	13724

As per Figures furnished in above columns in this table may be reported in previous years.

[Translation]

### Witnesses Turning Hostile

671. SHRI RAM TAHAL CHAUDHARY:

SHRI CHANDRAKANT KHAIRE:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware of instances of witnesses turning hostile during trial and resulting in several judgements going against the Government;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (c) Yes Madam, Government is aware of instances of witnesses turning hostile during trial which results in several judgments going against the Government. However, no specific instance of witnesses turning hostile has been brought to the notice of the Government and no data in this regard is maintained in this Ministry.

There are adequate provisions in Section 195A of the Indian Penal Code and Section 195A of Code Criminal Procedure to provide legal recourse to witnesses.

[English]

### Sub-Standard Products

672. SHRI MOHITE PATIL VIJAYSINH SHANKARRAO:

SHRI RAJEEV SATAV:

SHRI DHANANJAY MAHADIK:

SHRI SHIVKUMAR UDASI:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether several cases fake/sub-standard products being sold in the market despite having quality tags of the Bureau of Indian Standards (BIS) have been reported recently in the country and if so, the details thereof and the reasons therefor along with the corrective steps taken in this regard;

(b) whether the Government proposes to bring amendments to the Bureau of Indian Standards Act to check sale of/recall such sub-standard goods carrying BIS mark;

(c) whether the Government has held any consultations with the stakeholders in this regard and if so, the details and the outcome thereof; and

(d) the other steps taken by the Government to ensure supply of quality and standard products to the consumers?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) Yes, Madam. Several cases of fake ISI mark & substandard products carrying ISI mark have been reported. Immediate action is taken to carry out investigation in all such cases including search and seizure operations and filing of cases in the Court of law. The Details are given the enclosed Statement.

(b) Yes, Madam.

(c) The Bureau of Indian Standards (BIS) has already sought comments from stakeholders on the proposed amendments to the BIS Act, 1986, by hosting the proposed amendments on the website.

(d) Continuous awareness programs to enhance consumer awareness to demand for quality product is being undertaken. Licensee meet and product review

meetings are also held periodically to enhance quality & operation of BIS licenses and to provide quality product to consumers.

### **Statement**

On detection of fake/sub-standard products bearing Standard Mark, the complaint cases for misuse of Standard Mark are filed in Hon'ble Courts against the persons/firms/companies for violating the provisions of the BIS Act, 1986 and the Rules and Regulations framed thereunder.

The yearwise details of Search and seizure operations carried out and no. of complaints of Sub Standard product with ISI mark that have been redressed during the last 3 years and the current year are:

Year	2011-2012	2012-2013	2013-2014	2014- Till Date
No of Search & Seizure conducted On Fake Quality Tags of BIS	125	112	97	11
Sub Standard Product Complaints redressed	31	28	42	14
No. Of Complaint cases filed	118	111	83	Nil
No. of Cases of fake Hallmarking *	1	1	4	1

\* In all the cases Investigation/ raid carried out. Gold seized and returned after defacing the Hallmark.

[Translation]

#### **Pesticide Residues in Fruits and Vegetables**

673. DR. ARUN KUMAR:

SHRI P.K. BIJU:

MOHAMMED FAIZAL:

Will the Minister of AGRICULTURE be pleased to state:

(a) the details of pesticides banned in other countries still being used in the country;

(b) the percentage of pesticide residues in various fruits and vegetables in the country;

(c) whether the Government has set up a Committee to ban the use of these pesticides in the country;

(d) if so, the details of the report submitted to the Government and the action taken by the Government thereon; and

(e) the steps taken/proposed to be taken by the Government to generate awareness amongst the public against consumption of such fruits and vegetables?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN) (a) The list of 72 pesticides which are currently banned/restricted/ withdrawn in one or more countries but continue to be registered for domestic use in given in the enclosed Statement.

(b) Between April 2009 and March 2014 1.9 % of total 79,648 samples of fruits and vegetables were found to contain pesticides residues above Maximum Residue Limits under the 'Monitoring of Pesticides Residues at National Level' scheme.

(c) A Committee of Experts has been constituted under the chairmanship of Dr. Anupam Verma (Adjunct Professor), Indian Agriculture Research Institute, Pusa, New Delhi, to review the continued use of these pesticides.

(d) The Committee of Experts has submitted a Report with respect to Neo nicotinoid class of pesticides. The Expert Committee has *inter alia* recommended that use of neonicotinoids may not be restricted immediately, there should be uniform caution statement "Do not spray during flowering stage of the crop" , inclusion of

appropriate residue toxicology parameters in registration requirement and further studies on bio-efficacy and toxicity.

(e) Awareness campaigns amongst farmers through print media, electronic media and hoardings and Farmer Field Schools on safe and judicious use of pesticides are being organized.

**Statement**

*List of 72 Pesticides which have been Banned/Severely Restricted in One or More Countries of the World But are Still Being Used in India.*

S. No.	Name of the Pesticide
1.	Acephate
2.	Alachlor
3.	Aluminum Phosphide
4.	Atrazine
5.	Benfuracarb
6.	Benomyl
7.	Bifenthrin
8.	Butachlor
9.	Captan
10.	Carbaryl
11.	Carbendazim
12.	Carbofuran
13.	Chlorfenapyr
14.	Carbosulfan
15.	Chlorothalonil
16.	Chlorpyrifos
17.	Dezomet
18.	DDT
19.	Deltamethrin
20.	Diazinon
21.	Dichlorovos
22.	Dicofol

S. No.	Name of the Pesticide
23.	Diflubenzuron
24.	Dimethoate
25.	Dinocap
26.	Diuron
27.	Endosulfan*
28.	Ethofenprox
29.	Fenprothrin
30.	Fenarimol
31.	Fenitrothion
32.	Fenthion
33.	Iprodione
34.	2,4-D
35.	Kasugamycin
36.	Linuron
37.	Methomyl
38.	Methoxy Ethyl Mercury Chloride
39.	Methyl Parathion
40.	Malathion
41.	Mancozeb
42.	Mepiquat Chloride
43.	Metaldehyde
44.	Monocrotophos
45.	Oxflurofen
46.	Paraquat Dichloride
47.	Pendimethalin
48.	Phorate
49.	Phosphomidon
50.	Peitilachlor
51.	Propargite
52.	Propineb
53.	Quinalphos

S. No.	Name of the Pesticide
54.	Sodium cyanide
55.	Sulfosulfurone
56.	Thiodecarb
57.	Thiometon
58.	Thiphanate Methyl
59.	Thiram
60.	Triazophos
61.	Trichlorofon
62.	Tridemorph
63.	Trifluralin
64.	Zirte Phosphide
65.	Zineb
66.	Ziram
Neonicotinoid Pesticides	
67.	Thiomethoxam
68.	Clothianidine
69.	Acetamiprid
70.	Imidacloprid
71.	Dinotefuron
72.	Thiacloprid

\* Endosulfan has been banned by the Supreme Court of India *w.e.f.* 13-05-2011 for production, use & sale all over India till further orders vide ad-Interim order in the Writ Petition (Civil) No. 213 of 2011.

[English]

#### Law and Order Situation

674. PROF. SAUGATA ROY:

SHRI ANURAG SINGH THAKUR:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the law and order situation is deteriorating in the country including Uttar Pradesh;

(b) if so, the details thereof and the total number of cases of crime reported along with the action taken against the guilty during the last one year and the current year, crime and State-wise including Uttar Pradesh;

(c) whether the Union Government has sought any report from the State Government of Uttar Pradesh on the recent rape cases in the State;

(d) if so, the details thereof and the reaction of the Uttar Pradesh Government in this regard; and

(e) the comprehensive measures taken by the Union Government to improve the law and order situation in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) The 'Police' and 'Public Order' are State subjects under the seventh Schedule to the Constitution of India and therefore, the State Governments are primarily responsible for prevention, detection, registration and investigation of crime and for prosecuting the criminals through the machinery of their law enforcement agencies as also for protecting the life and property of the citizens. The Union Government, however, attaches highest importance to the matter of prevention of crime and therefore has issued Advisories to the State Governments/UTs. The information on various crimes reported during the year 2013 is attached at Statement for all States. During 2013 Uttar Pradesh has registered cases under various crimes and the numbers of persons convicted on these are 226445 and 44017 respectively.

(c) and (d) Yes Madam. As per the reports of the Uttar Pradesh State Government, in a recent incident of rape of two minor girls in Badaun, an FIR under Crime case No. 295/2014 under Section 376, 302, 120 IPC and under Section 3/8 Protection of Children from Sexuall Offences Act (POSCO Act) has been registered, which is under investigation by the CBI. An incident at Azamgarh district, U.P. was reported, where a minor girl was gang-raped by four youths. Three of the four accused have been arrested. A teen aged girl was raped on May 11, 2014 in Etahwah district U.P. and FIR was lodged.

(e) The Government of India takes cognizance of various incidents of crimes and depending upon the gravity of the Crime, seeks reports from the concerned State Governments and take quick remedial action for

which the following Advisories have been issued to the States on (i) Advisory on crime against Women-Measures needed to curb- dated 4th September 2009, wherein All States Governments/UTs have been advised that there should be no delay whatsoever in registration of FIR in all cases of crime against women, (ii) Advisory on Prevention, Registration, Investigation and Prosecution of Crime dated 16th July, 2010 to provide a signed copy the FIR provided to the complainant on the spot, (iii) Advisory on Registration of FIR irrespective of territorial jurisdiction and Zero FIR dated 10th May 2013 to warrant of transfer the jurisdiction of the FIR to another

jurisdiction and (iv) Compulsory Registration of FIR under Section 154 of Cr.P.C. when the information makes out a cognizable offence dated 5th February 2014, to compulsorily registered an FIR for any crimes committed in any matter/offence, as per the directives of the Hon'ble Supreme Court of India.

Further, the states have been advised periodically to control such menace and Ministries of Women & Child Development and Social Justice & Empowerment have taken preventive measures along with NGOs working in the field with the close collaboration and assistance of the State Government.

#### **Statement**

*Number of Cases Registered (CR), Cases Chargesheeted (CS), Cases Convicted (CV), Persons Arrested (PAR), Persons Chargesheeted (PCS) and Persons Convicted (PCV) Under Total Cognizable Crimes Under IPC During 2011 To 2013*

S. No.	State/UT	2011					
		CR	CS	CV	PAR	PCS	PCV
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	169780	144007	36911	238564	232746	50447
2.	Arunachal Pradesh	2286	1249	227	2312	1479	255
3.	Assam	66714	27920	4744	67146	35286	4648
4.	Bihar	135896	114979	8792	252349	256242	17367
5.	Chhattisgarh	57218	47451	13364	74017	74182	18963
6.	Goa	3449	1769	320	3319	2644	401
7.	Gujarat	123371	101903	25301	167251	166350	29071
8.	Haryana	60741	35812	10665	62708	61002	18005
9.	Himachal Pradesh	14312	9984	1326	17488	17717	2129
10.	Jammu and Kashmir	24504	20086	5140	43576	43545	6209
11.	Jharkhand	35838	25080	6517	51069	46028	10904
12.	Karnataka	137600	110297	28294	166786	162445	28231
13.	Kerala	172137	149817	63500	211771	206199	79976
14.	Madhya Pradesh	217094	183768	62260	335644	335211	107604
15.	Maharashtra	204902	139104	8168	309756	306270	12775
16.	Manipur	3218	116	28	1449	125	40

1	2	3	4	5	6	7	8
17.	Meghalaya	2755	1150	289	2135	1355	312
18.	Mizoram	1821	1431	1054	1601	1579	1141
19.	Nagaland	1083	879	1050	1067	849	1424
20.	Odisha	61277	52574	3544	87129	86961	6529
21.	Punjab	34883	23887	8729	45423	42713	15539
22.	Rajasthan	165622	93079	46825	181407	180553	80945
23.	Sikkim	596	331	142	718	512	208
24.	Tamil Nadu	192879	132725	68222	222124	189521	95761
25.	Tripura	5803	5163	401	10062	7340	446
26.	Uttar Pradesh	195135	121688	72480	384605	275299	147376
27.	Uttarakhand	8774	5641	1983	10666	10381	3848
28.	West Bengal	143197	103139	3298	143608	121231	4862
Total (States)		2262885	1655029	483594	3095750	2865765	745416
29.	Andaman and Nicobar Islands	793	672	55	826	917	135
30.	Chandigarh	3542	2151	664	2690	2986	937
31.	Dadra and Nagar Haveli	372	266	12	568	597	23
32.	Daman and Diu	224	133	30	330	305	32
33.	Delhi	53353	28492	12177	40014	35704	16615
34.	Lakshadweep	44	63	37	76	64	82
35.	Puducherry	4362	3075	1427	5589	4714	1723
Total (UTs)		62690	34852	14402	50095	45287	19547
Total (All-India)		2325575	1689881	497996	3145845	2911052	764963

S. No.	State/UT	2012					
		CR	CS	CV	PAR	PCS	PCV
1	2	9	10	11	12	13	14
1.	Andhra Pradesh	192522	145056	34043	246395	242948	48564
2.	Arunachal Pradesh	2420	1283	213	2483	1453	236
3.	Assam	77682	31237	2154	72795	39549	3829
4.	Bihar	146614	132576	9116	264570	280947	16944
5.	Chhattisgarh	54598	45663	17437	73321	73183	27696

1	2	9	10	11	12	13	14
6.	Goa	3608	1649	312	3354	2359	380
7.	Gujarat	130121	110014	23811	182284	180392	28648
8.	Haryana	62480	38566	13800	65108	67360	21375
9.	Himachal Pradesh	12557	10308	1461	16726	15640	2114
10.	Jammu and Kashmir	24608	19654	5890	40358	40325	7978
11.	Jharkhand	40946	26743	5739	53770	49705	9802
12.	Karnataka	134021	104762	34069	164835	160394	30010
13.	Kerala	158989	145288	60381	209344	210179	75926
14.	Madhya Pradesh	220335	189285	58645	343857	344289	100616
15.	Maharashtra	202700	139126	9807	309672	300500	15043
16.	Manipur	3737	95	49	1797	100	52
17.	Meghalaya	2557	1153	91	1984	1440	109
18.	Mizoram	1766	1370	1248	1721	1495	1337
19.	Nagaland	1090	748	455	1010	1040	900
20.	Odisha	67957	53480	3922	96249	93657	5908
21.	Punjab	35790	24392	8304	46632	37288	13835
22.	Rajasthan	170948	92502	46382	177833	177775	86172
23.	Sikkim	528	392	111	637	417	236
24.	Tamil Nadu	200474	160233	72675	232414	218681	94690
25.	Tripura	6264	4972	923	7260	7412	1100
26.	Uttar Pradesh	198093	125695	43531	412811	300437	85893
27.	Uttarakhand	8882	6047	5260	11110	10834	6504
28.	West Bengal	161427	130327	4160	177722	158023	5553
	Total (States)	232371	1742616	463969	3218052	3017822	693450
29.	Andaman and Nicobar Islands	683	494	206	683	723	297
30.	Chandigarh	3606	2504	819	3702	4306	1252
31.	Dadra and Nagar Haveli	318	276	23	529	591	43
32.	Daman and Diu	239	159	13	387	405	23
33.	Delhi	54287	24906	15565	40775	36842	20598
34.	Lakshadweep	60	32	24	30	6	32

1	2	9	10	11	12	13	14
35.	Puducherry	4281	3163	1621	5658	4957	2086
	Total (UTs)	63474	31534	18271	51964	47832	24331
	Total (All-India)	238718.8	1774150	482260	327001.6	306565.4	717781

S. No.	State/UT	2013					
		CR	CS	CV	PAR	PCS	PCV
1	2	15	16	17	18	19	20
1.	Andhra Pradesh	218015	159540	34211	281437	261584	53548
2.	Arunachal Pradesh	2776	1417	160	2981	1631	168
3.	Assam	87186	40229	2512	83475	45042	329
4.	Bihar	167455	123530	9433	285851	277204	20344
5.	Chhattisgarh	56870	46356	15510	75622	74884	25254
6.	Goa	4312	1949	361	3653	2841	505
7.	Gujarat	157435	135346	32020	214048	213638	38062
8.	Haryana	72098	45500	13678	73601	76766	20536
9.	Himachal Pradesh	13750	11063	1348	18095	19371	1856
10.	Jammu and Kashmir	25390	18622	6002	39791	39708	7530
11.	Jharkhand	48208	29861	6709	54730	49327	10973
12.	Karnataka	136689	100415	31700	166081	162087	31837
13.	Kerala	176334	164468	67749	225446	223284	74703
14.	Madhya Pradesh	227453	188777	58040	344326	344438	109643
15.	Maharashtra	234385	152883	14487	345516	324763	20720
16.	Manipur	3178	143	30	1409	150	38
17.	Meghalaya	3259	1517	118	3152	1797	152
18.	Mizoram	1709	1538	1046	898	1671	1222
19.	Nagaland	1216	649	715	1070	637	456
20.	Odisha	71718	57488	2983	101281	101997	4756
21.	Punjab	36667	24455	8909	45979	37472	14299
22.	Rajasthan	196224	97293	43872	182992	181847	77891
23.	Sikkim	851	666	567	1097	1074	635
24.	Tamil Nadu	203579	172029	98376	245879	237572	117263



1	2	15	16	17	18	19	20
25.	Tripura	6210	4982	637	8969	7399	746
26.	Uttar Pradesh	226445	138462	44017	467679	331475	90418
27.	Uttarakhand	9546	6157	4174	9732	9630	6967
28.	West bengal	169535	138425	4512	175734	164240	6076
Total (States)		255849 3	186376 0	503876	346152 4	319352 9	739817
29.	Andaman and Nicobar Islands	612	762	233	720	886	361
30.	Chandigarh	4077	2179	1175	3864	3301	1740
31.	Dadra and Nagar Haveli	314	253	11	525	551	22
32.	Daman and Diu	246	140	0	337	276	0
33.	Delhi	60184	29014	11214	51628	40905	17208
34.	Lakshadweep	40	41	4	30	147	8
35.	Puducherry	3756	3427	1613	4949	5528	2212
Total (UTs)		89229	35816	14250	62053	51594	21551
Total (All-India)		2647722	1899576	518126	3523577	3245123	761368

### Spread of Diseases Among Livestock

675. SHRI DUSHYANT CHAUTALA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government is aware of the prevalence of various diseases of livestock like Haemorrhagic septicaemia and Foot and Mouth disease in various parts of the country;

(b) if so, the details thereof including names of the States/UTs which are affected by these diseases and the reasons therefor;

(c) the details of deaths of livestock during each of the last three years and the current year due to

these diseases along with the total loss in monetary term; and

(d) the remedial measures taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) and (b). Various diseases of

livestock like Haemorrhagic septicaemia and Foot and Mouth disease (FMD) are regularly reported from different parts of the country. Haemorrhagic Septicaemia (HS) is caused by bacteria (*Pasteurella multocida*) which generally inhabits respiratory tract of the animals. The bacteria flare up due to stress (high humidity and high temperatures) in animals resulting in the fatal disease. FMD, a viral disease mostly occurs in unvaccinated animals/areas. State-wise details of outbreaks, attacks and deaths due to HS and FMD as reported by States for last three years and the current year are given in the enclosed Statement.

(c) As per information available on deaths of livestock due to HS and FMD, 11261 cattle and buffaloes, 840 sheep & goats and 37 pigs died during 2011, 2012, and 2013. Though the exact data on loss in monetary terms for the death of animals is not available due to varying age, breed and category (milch or draught type) of died animals, however, presuming all animals as milch animals and norms prescribed for cow, buffalo and sheep & goat under National Disaster Response Fund (NDRF), the maximum loss on account of deaths of cattle & buffaloes is estimated at Rs.1.5 crore, Rs. 2.7 crore and



1	2	3	4	5	6	7	8	9	10	11	12	13	14
12.	Kamataka	104	440	199	41	289	99	16	181	88	5	7	7
13.	Kerala	0	0	0	0	0	0	0	0	0	0	0	0
14.	Madhya Pradesh	19	152	55	14	208	104	20	248	101	0	0	0
15.	Maharashtra	6	167	26	5	57	17	12	70	43	0	0	0
16.	Manipur	5	93	39	2	17	3	4	42	9	0	0	0
17.	Meghalaya	51	446	0	46	369	0	16	487	15	7	144	0
18.	Mizoram	0	0	0	0	0	0	0	0	0	1	67	37
19.	Nagaland	1	1	0	0	0	0	0	0	0	0	0	0
20.	Orissa	31	205	108	11	98	64	0	0	0	0	0	0
21.	Punjab	0	0	0	1	15	8	2	25	5	1	9	2
22.	Rajasthan	9	163	80	59	1887	337	5	256	47	15	2709	81
23.	Sikkim	0	0	0	0	0	0	0	0	0	0	0	0
24.	Tamil Nadu	0	0	0	0	0	0	1	7	7	0	0	0
25.	Tripura	21	173	62	17	85	8	19	56	2	5	539	7
26.	Uttar Pradesh	18	485	0	19	707	3	6	22	1	2	8	0
27.	Utranchal	0	0	0	0	0	0	0	0	0	0	0	0
28.	West Bengal	23	235	80	10	65	22	20	98	49	9	49	24
29.	Andman and Nicobar	0	0	0	0	0	0	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0
31.	Dadra Nagar Haveli	0	0	0	0	0	0	0	0	0	0	0	0
32.	Daman and Diu	0	0	0	0	0	0	0	0	0	0	0	0
33.	Delhi	0	0	0	0	0	0	0	0	0	0	0	0
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0
35.	Pondicherry	3	4	1	2	2	1	0	0	0	0	0	0
Total		315	2918	812	248	4097	786	135	1716	453	49	3632	215

Note 0 - Outbreaks

A-Attacks

D-Deaths

		FMD											
S. No.	State/ UT	2011			2012			2013			2014 (Jan-April)		
		O	A	D	O	A	D	O	A	D	O	A	D
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1.	Andhra Pradesh	4	103	12	1	4	0	11	199	35	1	10	3
2.	Arunachal Pradesh	2	102	9	16	2469	357	4	257	1	2	80	2
3.	Assam	0	0	0	0	0	0	0	0	0	0	0	0
4.	Bihar	0	0	0	0	0	0	19	9262	31	4	208	19
5.	Chattisgarh	3	60	0	0	0	0	0	0	0	0	0	0
6.	Goa	0	0	0	1	3	0	2	40	0	0	0	0
7.	Gujarat	5	204	0	2	87	0	1	226	0	1	22	1
8.	Haryana	0	0	0	1	77	19	0	0	0	0	0	0
9.	Himachal Pradesh	1	10	0	5	466	19	2	39	0	1	11	2
10.	Jammu and Kashmir	3	16	0	3	105,	2	0	0	0	1	72	1
11.	Jharkhand	1	37	0	0	0	0	4	48	0	0	0	0
12.	Karnataka	169	2914	40	190	6785	38	109	64796	7753	12	1319	211
13.	Kerala	0	0	0	0	0	0	0	0	0	0	0	0
14.	Madhya Pradesh	0	0	0	14	2266	0	30	1212	0	0	0	0
15.	Maharashtra	0	0	0	0	0	0	9	1121	28	0	0	0
16.	Manipur	0	0	0	4	77	1	6	80	3	0	0	0
17.	Meghalaya	336	5152	17	393	4583	0	47	1019	0	18	644	0
18.	Mizoram	4	126	0	2	157	35	3	31	2	0	0	0
19.	Nagaland	67	1111	18	13	111	1	13	198	6	3	20	0
20.	Orissa	3	123	0	9	514	30	0	0	0	1	10	0
21.	Punjab	7	228	7	0	0	0	0	0	0	0	0	0
22.	Rajasthan	15	968	47	71	4719	395	25	6364	709	18	6346	151
23.	Sikkim	0	0	0	0	0	0	0	0	0	0	0	0
24.	Tamil Nadu	15	567	58	7	107	38	3	88	25	2	19	1
25.	Tripura	37	545	10	48	687	13	29	912	13	4	368	0
26.	Uttar Pradesh	0	0	0	15	736	78	4	164	62	0	0	0

1	2	3	4	5	6	7	8	9	10	11	12	13	14
27.	Uttranchal	0	0	0	0	0	0	3	162	15	5	264	7
28.	West Bengal	28	563	0	80	1285	0	38	716	0	12	225	7
29.	Andman and Nicobar	0	0	0	0	0	0	0	0	0	0	0	0
30.	Chandigarh	0	0	0	0	0	0	0	0	0	0	0	0
31.	Dadra Nagar Haveli	0	0	0	0	0	0	0	0	0	0	0	0
32.	Daman and Diu	1	18	0	0	0	0	0	0	0	0	0	0
33.	Delhi	0	0	0	0	0	0	0	0	0	0	0	0
34.	Lakshadweep	0	0	0	4	20	0	0	0	0	0	0	0
35.	Pondicherry	0	0	0	0	0	0	15	175	160	6	50	1
Total		701	12847	218	879	25258	1026	377	87109	8843	91	9668	406

Note 0 - Outbreaks

A-Attacks

D-Deaths

### National Disability Policy

676. SHRI M.B. RAJESH: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) Whether the Government proposes to enact a new legislation related to persons with disabilities in consonance on the Rights of Persons with Disabilities;

(b) if so, the details and the salient features thereof:

(c) whether the National Policy on Persons with Disabilities is also likely to be reviewed and amended accordingly; and

(d) if so, the details thereof along with the steps proposed to be taken to simplify the process of certification by providing a universally valid ID for the persons with disabilities?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) and (b) The Rights of Persons with Disabilities Bill, 2014 has been introduced in Rajya Sabha on 7.02.2014. The salient features of the Bill are:-

(i) The proposed Bill is a rights based legislation whereas the existing Act of 1995 is a welfare based Act.

(ii) The types of disabilities have been increased from existing 7 to 19 and the Central Government will have the power to add more types of disabilities.

(iii) Every child with benchmark disability between the age group of 6 and 18 years shall have the right to free education.

(iv) Increase in reservation from 3% to 5 % for students with benchmark disabilities in higher educational institutes.

(v) Increase in reservation for 3% to 5% in Government Jobs for certain persons or class of persons with benchmark disability.

(c) The review of the existing National Policy of 2006 is in an ongoing process

(d) There is a proposal to examine the feasibility of introducing universally valid ID for pe\$\$\$ with disabilities. The process has been initiated by way of consultation with some State Governments.

[Translation]

### Second White Revolution

677. SHRIMATI JAYSHREEBEN PATEL: Will the Minister of AGRICULTURE be pleased to state:

(a) the success achieved by various States/UTs under various phases of operation flood in the country;

(b) whether the Government proposes to launch Second White Revolution in the country;

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

(d) the funds earmarked for the purpose and the benefits consumers are likely to get as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) The achievements by various States under three phases of operation flood in the country is given in the enclosed Statement.

(b) The Government of India launched two dairy development schemes, the National Dairy Plan Phase-I (NDP-I) with assistance from World Bank for a period of six years from 2011-12 to 2016-17 during March, 2012 as a Central Sector Scheme and National Programme for Bovine Breeding and Dairy Development (NPBBDD) for 12 Five Year Plan during February, 2014 as a Centrally Sponsored Scheme.

(c) The objectives of the National Dairy Plan, Phase I are:

- a. To help increase the productivity of milch animals and thereby increase milk production to meet the rapidly growing demand for milk.
- b. To help provide rural milk producers with greater access to the organised milk-processing sector.

The key components of NDP-I are Productivity enhancement, Village based milk procurement system and monitoring, learning & evaluation.

National Programme for Bovine Breeding and Dairy Development (NPBBDD) is having two components namely "National Programme for Bovine Breeding (NPBB)" and "National Programme for Dairy Development (NPDD)". The objectives of the scheme are as under;

i. National Programme for Bovine Breeding:

- a) To arrange quality Artificial Insemination services at farmers' doorstep;
- b) To bring all breedable females under organised breeding through Artificial Insemination or natural service using germplasm of high genetic merits;
- c) To conserve, develop and proliferate selected indigenous bovine breeds of high socio-economic importance;
- d) To provide quality breeding inputs in breeding tracts of important indigenous breeds so as to prevent the breeds from deterioration and extinction;

ii. National Programme for Dairy Development:

- a) To create and strengthen infrastructure for production of quality milk including cold chain infrastructure linking the farmer to the consumer;
- b) To create and strengthen infrastructure for procurement, processing and marketing of milk;
- c) To create training infrastructure for training of dairy farmers;
- d) To strengthen dairy cooperative societies/Producers Companies at village level;
- e) To increase milk production by providing technical input services like cattle-feed, and mineral mixture etc;
- f) To assist in rehabilitation of potentially viable milk federations/unions;

The key components of NPBBDD are breed improvement activities, milk chilling, processing & marketing, technical inputs, manpower and skill development.

(d) National Dairy Plan (Phase-I) has a project outlay of Rs 2242 crore and National Programme for Bovine Breeding and Dairy Development has an outlay of Rs 1800 crore for the 12th five year plan. These schemes aim at production of 150 million tonnes of milk by 2016-17 to fulfil the demand of consumers.

**Statement***Progress of Operation Flood in India: Phase I, II & III*

Region/State	1980-81			
	DCS Organised (nos)	Farmer members (nos)	Milk procurement (TKgPD)	Milk marketing (TLPD)
1	2	3	4	5
<b>North</b>	<b>2676</b>	<b>163500</b>	<b>309.82</b>	<b>718.22</b>
Haryana	505	39100	33.28	1.78
Himachal Pradesh				
Jammu and Kashmir				
Punjab	490	26400	75.03	6.79
Rajasthan	1433	80000	137.60	11.70
Uttar Pradesh	248	18000	63.91	0.97
Delhi				696.98
<b>East</b>	<b>688</b>	<b>22900</b>	<b>34.27</b>	<b>308.65</b>
Assam				
Andaman and Nicobar				
Bihar	118	2700	3.05	8.43
Nagaland				
Odisha				
Sikkim				
Tripura				
West Bengal	570	20200	31.22	300.22
<b>West</b>	<b>5957</b>	<b>851600</b>	<b>1577.27</b>	<b>1217.11</b>
Goa				
Gujarat	4798	741000	1343.91	210.15
Maharashtra	718	86600	165.34	967.82
MP	441	24000	68.02	39.14
<b>South</b>	<b>3949</b>	<b>709400</b>	<b>640.76</b>	<b>539.71</b>
AP	298	33300	78.67	19.00
Karnataka	1267	195000	261.09	166.36
Kerala				

1	2	3	4	5
Pudduchery				
TN	2384	481100	301.00	354.35
All India	13270	1747400	2562.12	2783.69

TKgPD: '000 kg/day TLPD: '000 litres/day

Region/State	1984-85			
	DCS Organised (nos)	Farmer members (nos)	Milk procurement (TKgPD)	Milk marketing (TLPD)
1	6	7	8	9
<b>North</b>	<b>10932</b>	<b>584949</b>	<b>1011.64</b>	<b>1234.58</b>
Haryana	2383	145929	95.74	34.39
HP	78	8861	10.59	10.32
Jammu and Kashmir	86	3513	6.16	7.26
Punjab	3818	183872	339.19	103.15
Rajasthan	2064	123050	382.61	58.02
UP	2503	119724	177.35	66.24
Delhi				955.20
<b>East</b>	<b>2340</b>	<b>91923</b>	<b>69.42</b>	<b>492.67</b>
Assam	124	5925	1.96	0.48
Andaman and Nicobar	20	928	0.63	0.51
Bihar	765	15827	22.63	22.56
Nagaland				
Odisha	285	11223	5.40	3.23
Sikkim	107	5357	3.86	4.37
Tripura	61	3184	1.79	3.74
West Bengal	978	49479	33.15	457.78
<b>West</b>	<b>11674</b>	<b>1717054</b>	<b>3297.46</b>	<b>2040.50</b>
Goa	66	6212	10.40	17.09
Gujarat	7973	1149433	1944.47	522.10
Maharashtra	1950	484483	1187.86	1380.45
MP	1685	76926	154.73	120.86
<b>South</b>	<b>9577</b>	<b>1237605</b>	<b>1405.08</b>	<b>1244.63</b>



1	6	7	8	9
AP	2578	214451	430.25	233.04
Karnataka	2289	374374	352.10	314.57
Kerala	468	67641	81.73	62.48
Pondichery	53	8798	15.00	10.29
TN	4249	572341	526.00	624.25
All India	34523	3631531	5783.60	5012.38

TKgPD: '000 kg/day TLPD: '000 litres/day

Region/State	1995-96			
	DCS Organised (nos)	Farmer members (nos)	Milk procurement (TKgPD)	Milk marketing (TLPD)
1	10	11	12	13
<b>North</b>	<b>23456</b>	<b>1411238</b>	<b>1826.02</b>	<b>2102.50</b>
Haryana	2296	153845	118.52	62.35
HP	178	15076	12.08	15.14
Jammu and Kashmir				
Punjab	6009	339086	639.78	320.76
Rajasthan	5128	370070	420.41	231.76
UP	9845	533161	635.23	376.18
Delhi				1096.31
<b>East</b>	<b>5523</b>	<b>302410</b>	<b>347.93</b>	<b>883.55</b>
Assam	122	1972	4.79	8.37
Andaman and Nicobar				
Bihar	2722	134783	155.30	175.27
Nagaland	22	691	0.95	0.98
Odisha	1060	71644	56.33	88.56
Sikkim	122	4403	5.33	5.10
Tripura	80	4212	2.33	4.52
West Bengal	1395	84705	122.90	600.75
<b>West</b>	<b>21607</b>	<b>3283548</b>	<b>5255.52</b>	<b>3548.98</b>
Goa	155	16153	22.92	49.04
Gujarat	11430	1950162	3757.23	1431.08

1	10	11	12	13
Maharashtra	5807	1105875	1895.93	1821.88
MP	4215	211358	179.44	246.98
<b>South</b>	<b>22662</b>	<b>4437883</b>	<b>3656.82</b>	<b>3549.18</b>
AP	5311	714165	584.89	620.05
Karnataka	7193	1381579	1206.34	1135.58
Kerala	1919	486520	464.92	468.34
Pondichery	81	22116	31.71	29.22
TN	8158	1833503	1368.96	1295.99
All India	73248	9435079	11086.29	10084.21

TKgPD: '000 kg/day TLPD: '000 litres/day

[English]

#### Supply of Sub-Standard Fertilizers

678. SHRI SULTAN AHMED: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has taken note of the sale and distribution of spurious/sub-standard fertilizers in the country;

(b) if so, the details thereof and the number of such complaints received/cases reported along with the action taken against the persons involved in such activities during each of the last three years and the current year, State/UT-wise;

(c) whether there is any mechanism to check the quality of fertilizers supplied/sold to the farmers;

(d) if so, the details thereof and the corrective steps proposed to be taken by the Government in this regard; and ;

(e) whether fertilizer quality testing infrastructure is available in the country and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI NIHAL CHAND): (a) and (b) Yes, Madam. The State Governments are the enforcement agencies and empowered to take appropriate administrative and legal

action against those not complying with the provisions prescribed in Fertilizer (Control) Order, 1985 regarding sale and distribution spurious/sub-standard fertilizers.

As per the information provided by Department of Agriculture and Cooperation, Ministry of Agriculture, the state-wise/UTs-wise details of samples analyzed and found sub-standard and action taken by the State Governments on non-standard fertilizers during 2010-11 to 2012-13 is enclosed as Statement-I.

(c) to (e) Yes, Madam. There is a mechanism to check the quality of fertilizers which is under the control of Department of Agriculture and Cooperation (DAC). The specifications of- all. the fertilizers are specified under Fertilizer (Control) Order, 1985. The fertilizer Inspectors, under the Ministry of Department of Agriculture and Cooperation (DAC) are empowered under Clause 28 of Fertilizer (Control) Order, 1985, to draw the samples to test and analyze in the laboratories notified under Fertilizer (Control) Order, 1985. The Clause 19 strictly prohibits the manufacture, sale etc. of fertilizers, which are not of prescribed standard.

Fertilizer Quality Test infrastructure is available in the country under the control of Department of Agriculture and Cooperation (DAC). The statement-II showing details of state-wise number of notified laboratories is enclosed.

**Statement – I***Statewise Details of Follow Up Action on Non Standard Samples During 2010-11*

S. No.	Name of the State	Number of samples analyzed	No. of Non Std. samples	Administrative Action Taken			Prosecution Launched
				DRC* Cancelled	DRC* suspended	Other action	
1	2	3	3	4	5	6	7
1.	Assam	271	7	0	0	4	0
2.	Bihar	1748	59				
3.	Jharkhand	682	4	0	1	2	0
4.	Odisha	2396	65	12	11	7	5
5.	West Bengal	2064	262	0	1	261	0
6.	Mizoram	5	0	0	0	0	0
7.	Gujarat	5977	30	5	0	25	9
8.	Madhya Pradesh	4560	596	156	355	84	1
9.	Chattisgarh	2098	118				
10.	Maharashtra	14989	2330	117	424	1768	383
11.	Rajasthan	14336	291	2	2	0	2
12.	Haryana	4089	60	3	0	50	7
13.	Himachal Pradesh	1866	33	0	0	33	0
14.	Jammu and Kashmir	1395	9	0	0	3	0
15.	Punjab	3123	50	0	0	32	1
16.	Uttar Pradesh	9205	538	307	3	117	101
17.	Uttarakhand	200	12	1	2	9	0
18.	Andhra Pradesh	14935	302	0	0	194	0
19.	Karnataka	5948	307	0	0	302	5
20.	Kerala	2574	46	0	0	2	0
21.	Puducherry	627	6	0	0	6	0
22.	Tamil Nadu	18011	702	14	198	490	2
TOTAL		111099	5827	617	997	3389	516

\*DRC - Dealers' Registration Certificate.

S. No.	Name of the State	Cases Pending for Action	Charging higher price	Seizure of Stock/Stop Sale	Disposal allowed under cl. 23	Conviction Awarded	Cases Pending in Court	No. of cases other Violation FCO
1	2	8	9	10	11	12	13	14
1.	Assam	0	0	3	0	0	0	0
2.	Bihar							
3.	Jharkhand	1	0	0	0	0	0	0
4.	Odisha	30	0	74	2	0	0	0
5.	West Bengal	0	0	0	0	0	0	0
6.	Mizoram	0	0	0	0	0	0	0
7.	Gujarat	21	0	7	0	0	329	1
8.	Madhya Pradesh	0	0	0	0	0	1	0
9.	Chattisgarh							
10.	Maharashtra	525	107	75	0	67	2837	975
11.	Rajasthan	284	1	6	0	0	2	0
12.	Haryana	0	0	0	0	0	0	0
13.	Himachal Pradesh	0	0	1	0	0	0	0
14.	Jammu and Kashmir	6	0	0	0	0	0	0
15.	Punjab	18	0	1	0	0	0	0
16.	Uttar Pradesh	10	4	19	71	0	0	0
17.	Uttarakhand	0	0	0	0	0	0	0
18.	Andhra Pradesh	108	3	12	2	0	3	0
19.	Karnataka	0	0	0	0	0	5	0
20.	Kerala	44	0	4	1	0	0	0
21.	Puducherry	0	0	0	0	0	0	0
22.	Tamil Nadu	378	19	2	0	0	0	833
.	TOTAL	1425	134	204	76	67	3177	1809

*Statewise Details of Follow Up Action on Non Standard Samples During 2011-12*

S. No.	Name of the State	Number of samples analyzed	No. of Non Std. samples	Administrative Action Taken			Prosecution Launched
				DRC* Cancelled	DRC* suspended	Other action	
1	2	3	4	5	6	7	8
1.	Assam	275	7	0	0	7	0

1	2	3	4	5	6	7	8
2.	Bihar	1738	110	4	9	71	13
3.	Jharkhand	838	11	0	0	0	0
4.	Odisha	2196	68	3	3	16	0
5.	West Bengal	2079	308	0	0	308	0
6.	Mizoram	0	0	0	0	0	0
7.	Gujarat	9060	106	31	0	19	22
8.	Madhya Pradesh	4853	710	42	184	484	0
9.	Chattisgarh	2018	163	0	0	0	0
10.	Maharashtra	16403	2297	671	409	1030	261
11.	Rajasthan	15820	197	6	9	0	5
12.	Haryana	4561	76	3	8	38	16
13.	Himachal Pradesh	1707	38	0	0	37	0
14.	Jammu and Kashmir	1895	62	0	0	8	0
15.	Punjab	3018	41	9	0	32	0
16.	Uttar Pradesh	11345	705	528	20	101	44
17.	Uttarakhand	183	3	0	0	1	0
18.	Andhra Pradesh	15419	261	4	16	171	5
19.	Karnataka	6229	329	19	23	287	0
20.	Kerala	2542	109	0	1	28	0
21.	Puducherry	484	4	0	0	0	0
22.	Tamil Nadu	17398	535	6	66	157	3
.	TOTAL	120061	6140	1326	748	2795	369

\*DRC - Dealers' Registration Certificate.

S. No.	Name of the State	Cases Pending for Action	Charging higher price	Seizure of Stock/Stop Sale	Disposal allowed under cl. 23	Conviction Awarded	Cases Pending in Court	No. of cases other Violation FCO
1	2	8	9	10	11	12	13	14
1.	Assam	0	0	0	0	0	0	0
2.	Bihar	13	0	22	0	22	0	16
3.	Jharkhand	0	0	0	0	0	0	0

1	2	8	9	10	11	12	13	14
4.	Odisha	46	0	318	0	0	0	0
5.	West Bengal	0	0	0	0	0	0	0
6.	Mizoram	0	0	0	0	0	0	0
7.	Gujarat	34	1	5	2	0	345	6
8.	Madhya Pradesh	0	0	0	0	0	0	0
9.	Chattisgarh	0	0	0	0	0	0	0
10.	Maharashtra	157	110	1966	0	71	1464	76
11.	Rajasthan	192	0	71	0	0	5	0
12.	Haryana	11	0	0	0	0	0	0
13.	Himachal Pradesh	1	0	0	0	0	0	0
14.	Jammu and Kashmir	54	0	0	0	0	0	0
15.	Punjab	0	0	2	0	0	0	0
16.	Uttar Pradesh	12	2	20	23	0	0	0
17.	Uttarakhand	2	0	0	0	0	0	0
18.	Andhra Pradesh	50	0	0	2	0	5	0
19.	Karnataka	0	0	27	0	0	8	0
20.	Kerala	80	0	7	1	0	0	0
21.	Puducherry	0	0	0	0	0	0	0
22.	Tamil Nadu	303	7	110	0	0	70	272
.	TOTAL	955	120	2548	28	93	1897	370

*Statewise Details of Follow Up Action on Non Standard Samples During 2012-13*

S. No.	Name of the State	Number of samples analyzed	No. of Non Std. samples	Administrative Action Taken			Prosecution Launched
				DRC* Cancelled	DRC* suspended	Other action	
1	2	3	4	5	6	7	8
1.	Assam	292	8	0	0	7	0
2.	Bihar	1719	117	16	21	60	4
3.	Jharkhand	824	6	1	0	1	0
4.	Odisha	2217	57	0	3	54	0
5.	West Bengal	2971	382	43	0	0	6
6.	Mizoram	1	0	0	0	0	0

1	2	3	4	5	6	7	8
7.	Gujarat	9990	97	87	1	9	14
8.	Madhya Pradesh	5497	719	48	243	418	0
9.	Chattisgarh	2150	77	0	0	0	0
10.	Maharashtra	16939	2728	1492	1522	1149	118
11.	Rajasthan	15586	268	0	0	0	34
12.	Haryana	4277	83	3	4	0	5
13.	Himachal Pradesh	1770	27	0	0	0	0
14.	Jammu and Kashmir	1980	62	0	0	0	0
15.	Punjab	3629	92	0	0	0	0
16.	Uttar Pradesh	10227	556	305	82	97	32
17.	Uttarakhand	215	12	3	6	1	0
18.	Andhra Pradesh	15284	250	1	14	39	5
19.	Karnataka	9642	381	248	0	0	0
20.	Kerala	2262	158	0	21	29	0
21.	Puducherry	627	3	0	0	1	0
22.	Tamil Nadu	16540	436	9	155	104	16
.	TOTAL	124639	6519	2256	2072	1969	234

\*DRC - Dealers' Registration Certificate.

S. No.	Name of the State	Cases Pending for Action	Charging higher price	Seizure of Stock/Stop Sale	Disposal allowed under cl. 23	Conviction Awarded	Cases Pending in Court	No. of cases other Violation FCO
1	2	9	10	11	12	13	14	15
1.	Assam	0	0	1	0	0	0	0
2.	Bihar	16	0	49	0	7	9	4
3.	Jharkhand	0	0	1	0	0	0	0
4.	Odisha	0	0	54	0	0	0	0
5.	West Bengal	9	0	15	0	0	19	525
6.	Mizoram	0	0	0	0	0	0	0
7.	Gujarat	83	1	4	11	2	344	2

1	2	9	10	11	12	13	14	15
8.	Madhya Pradesh	0	0	0	0	0	0	0
9.	Chattisgarh	0	0	0	0	0	0	0
10.	Maharashtra	1461	41	902	0	0	1426	3014
11.	Rajasthan	20	0	35	3	0	34	0
12.	Haryana	33	0	0	27	0	0	0
13.	Himachal Pradesh	0	0	0	0	0	0	0
14.	Jammu and Kashmir	0	0	0	0	0	0	0
15.	Punjab	0	0	0	0	0	0	0
16.	Uttar Pradesh	41	0	305.87 MT	7	0	0	0
17.	Uttarakhand	0	0	0	0	0	0	0
18.	Andhra Pradesh	50	45	20943 MT	34MT	0	0	0
19.	Karnataka	133	1	15	0	0	0	0
20.	Kerala	108	0	23	4	0	0	0
21.	Puducherry	0	0	0	0	0	0	0
22.	Tamil Nadu	152	47	2	0	0	0	33
TOTAL		2106	135	1101	52	9	1832	3578

**Statement – II***Statewise Location of Fertilizer Quality Control Laboratories and Annual Analyzing Capacity 2012-13*

S. No.	Name of State	No. of Labs.	Location of Lab.	Capacity	Total Capacity
1.	Assam	1	Ulubari	500	500
2.	Bihar	1	Patna	2000	2000
3.	Jharkhand	1	Ranchi	3385	4165
4.	Odisha	2	Bhubaneshwar	2050	3500
			Sambalpur	1450	
5.	West Bengal	3	Kolkata	2500	
			Berhampur	1200	4500
			Midnapur	800	
6.	Mizoram	1	Aizawal	250	250
7.	Gujarat	3	Gandhinagar	2500	



S. No.	Name of State	No. of Labs.	Location of Lab.	Capacity	Total Capacity
			Junagarh	2500	7500
			Bardoli	2500	
8.	Madhya Pradesh	4	Jabalpur	1450	
			Bhopal	1800	6500
			Gwalior	1450	
			Indore	1800	
9.	Chhatisgarh	1	Raipur	2500	2500
10.	Maharashtra	5	Pune	4000	
			Amravati	4000	18000
			Aurangabad	4000	
			Nasik	4000	
			Kolhapur	2000	
11.	Rajasthan	4	Jaipur	2500	
			Jodhpur	2500	
			Udaipur	2500	10000
			Bharatpur	2500	
12.	Haryana	3	Karnal	1700	5100
			Hissar	1700	
			Rohtak	1700	
13.	Himachal Pradesh	2	Sundernagar	1000	2000
			Hamirpur	1000	
14.	Punjab	2	Ludhiana	1600	3000
			Faridkot	1400	
15.	Jammu and Kashmir	2	Srinagar	600	1450
			Jammu	850	
16.	Uttar Pradesh	5	Meerut	1500	
			Varanasi	1500	10,000
			Lucknow	3000	
			Rehmankhera (Lkw)	2000	
			Soil Testing Lab.	2000	
17.	Uttarakhand	2	Rudrapur	350	700
			Dehradun	350	

S. No.	Name of State	No. of Labs.	Location of Lab.	Capacity	Total Capacity
18.	Andhra Pradesh	5	Hyderabad	3000	15000
			Warangal	3000	
			Anantpur	3000	
			Bapatala	3000	
			Tadepalligudam	3000	
19.	Karnataka	7	Bangalore	3017	15000
			Belthangudy	842	
			Dharwad	2035	
			Gangavathi	1710	
			Davanagere	2464	
			Mandya	2133	
			Belgaum	2799	
20.	Kerala	2	Thiruvananthapuram	2000	4000
			Pattambi	2000	
21.	Pondicherry	1	Pondicherry	700	700
22.	Tamil Nadu	14	Coimbatore	1040	17756
			Kovilpatti	840	
			Madurai	2130	
			Tiruchirapalli	1700	
			Paramkudi	767	
			Kancheepuram	2130	
			Dindigul	1727	
			Villupuram	1260	
			Salem	1260	
			Dharampuri	1122	
			Kumbakonam	420	
			Thiruvarur	840	
			Nagarcoil	1260	
			Udhagamandalam	1260	
23.	Central Labs. (GOI)	4	Faridabad (HQ)	4000	
			Chennai (Reg. Lab.)	1500	

S. No.	Name of State	No. of Labs.	Location of Lab.	Capacity	Total Capacity
			Navi Mumbai -do-	1500	8500
			Kalyani -do-	1500	
Total All India		75			142621

### Milk Production

679. DR. M. THAMBIDURAI: Will the Minister of AGRICULTURE be pleased to state:

(a) the actual demand, production and supply of milk in each State/Union Territory at present;

(b) whether the production of milk in the country has increased after formation of milk cooperatives in various States;

(c) if so, the actual milk production of various State Milk Cooperatives against the demand during each of the last three years; and

(d) the steps taken/proposed to be taken by the Government to strengthen the milk cooperatives in the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) State/Union Territory-wise milk production during 2012-13 is given in the enclosed Statement. There is no authentic data on State/Union Territory-wise demand and supply of milk. However, the demand of milk in the country is estimated to be around 150 million tonnes by the year 2016-17. Out of total milk production in the country, 48% is available as marketable surplus and the same is supplied to the consumers.

(b) Yes, milk cooperatives contribute to productivity enhancement of milch animals through providing veterinary inputs like breeding, nutrition, animal health etc to the farmer members.

(c) There is no estimate available with the Department on actual milk production by State Milk Cooperatives against the demand. However, the State-wise milk procurement by milk cooperatives during last three years is enclosed as Statement-II.

(d) This Department is implementing following dairy development schemes to strengthen the milk cooperatives in the country:

- i. National Dairy Plan (Phase-I)
- ii. Nation Programme for Bovine Breeding and Dairy Development
- iii. Dairy Entrepreneurship Development Scheme.

### Statement – II

#### State-Wise Milk Production in the Country During 2012-13 Years

S. No.	State	2012-13
1.	Uttar Pradesh	23.33
2.	Rajasthan	13.94
3.	Andhra Pradesh	12.76
4.	Punjab	9.72
5.	Gujarat	10.31
6.	Maharashtra	8.73
7.	Madhya Pradesh	8.84
8.	Tamil Nadu	7.00
9.	Bihar	6.84
10.	Haryana	7.04
11.	Karnataka	5.72
12.	West Bengal	4.86
13.	Kerala	2.79
14.	Orissa	1.72
15.	Jammu and Kashmir	1.63
16.	Jharkhand	1.68
17.	Uttarakhand	1.48
18.	Chhattisgarh	1.16
19.	Himachal Pradesh	1.13
20.	Assam	0.80

S. No.	State	2012-13	S. No.	State	2012-13
21.	Delhi	0.28	29.	Sikkim	0.04
22.	Tripura	0.12	30.	Andaman and Nicobar Islands	0.02
23.	Manipur	0.08	31.	Arunachal Pradesh	0.02
24.	Meghalaya	0.08	32.	Mizoram	0.01
25.	Nagaland	0.08	33.	Dadra and Nagar Haveli	0.01
26.	Goa	0.06	34.	Daman and Diu	0.00
27.	Chandigarh	0.04	35.	Lakshadweep	0.00
28.	Puducherry	0.04		All India	132.43

Source: State/UT Animal Husbandry Departments

**Statement – II**

*State-Wise Liquid Milk Procurement by Cooperatives (Thousand Kg per Day)*

S. No.	State	2011-12	2012-13	2013-14 (Provisional)
1.	Andhra Pradesh	1503	1951	1729
2.	Assam	7	15	23
3.	Bihar	1061	1244	1486
4.	Chhattisgarh	30	37	43
5.	Goa	41	45	63
6.	Gujarat	10450	13095	13752
7.	Haryana	534	381	401
8.	Himachal Pradesh	68	71	61
9.	Jharkhand	5	6	9
10.	Karnataka	4276	4907	5159
11.	Kerala	802	888	963
12.	Madhya Pradesh	721	799	826
13.	Maharashtra	3130	3318	3086
14.	Nagaland	2	2	2
15.	Orissa	300	381	390
16.	Puducherry	30	32	36
17.	Punjab	1110	1231	1156
18.	Rajasthan	1742	1931	2248
19.	Sikkim	13	13	15

S. No.	State	2011-12	2012-13	2013-14 (Provisional)
20.	Tamil Nadu	2161	2491	2377
21.	Tripura	3	3	4
22.	Uttar Pradesh	497	486	372
23.	West Bengal	219	180	161
	All India	28705	33507	34362

Source: Milk Unions.

[Translation]

### Onion Production

680. SHRI RAJU SHETTY: Will the Minister of AGRICULTURE be pleased to state:

(a) the quantum of onion produced by each State including Maharashtra during the current year;

(b) the details of the areas in Maharashtra affected by hailstorm damaging the onion crops in the recent past;

(c) whether the Government has made any assessment of the loss suffered by the farmers and if so, the details thereof; and

(d) the various steps taken by the Government to increase the onion production and provide adequate remunerative prices to the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) Madam, details of onion produced by each State including Maharashtra during the year 2013-14 is given in the Statement.

(b) and (c) As per information furnished by Government of Maharashtra, an area of 1,34,774 hectares of onion crop was affected by hailstorm during early this year, 2014. The State Government assessed that more than 50% of area of the Rabi onion was affected due to hailstorm and unseasonal rains.

(d) Government is implementing Mission for Integrated Development of Horticulture (MIDH) *w.e.f.* 1.1.2014, which subsumes ongoing schemes on horticulture including National Horticulture Mission (NHM) and Horticulture Mission for North East & Himalayan States (HMNEH).

To enhance the production and productivity of vegetables including onion, MIDH provides support for seed production, vegetable cultivation in open fields, Integrated Nutrient Management (INM)/ Integrated Pest Management (IPM) and organic farming. Assistance is also extended for constitution of low cost onion storage structure to prevent post harvest losses. Besides, the scheme provides for setting up markets at different levels viz. wholesale, rural/apni Mandi, retail markets and even vending carts. Government is also implementing scheme on Vegetable Initiative for Urban Clusters (VIUC) under the overall aegis of the Rashtriya Krishi Vikas Yojana (RKVY) which covers these activities. In addition, the Integrated Scheme for Agriculture Marketing (ISAM) also provides for creation of post harvest infrastructure including storage.

To enhance overall production of onion, 'early Kharif producing states of Karnataka, Andhra Pradesh and Telangana have been requested to bring more area under onion cultivation.

State governments have also been asked to exempt fruits and vegetables from the purview of the Agriculture Produce Market Committee (APMC) Act to enable direct sale of fruits and vegetables by the farmers.

### Statement

#### State-Wise Production of Onion for 2013-14 (Provisional)\*

State/UTs	Production in '000 MT
Andhra Pradesh	1525.18
Assam	33.11
Bihar	1304.15

State/UTs	Production
Chhatisgarh	309.54
Delhi	43.80
Gujarat	1817.00
Haryana	774.20
Himachal Pradesh	39.36
Jammu and Kashmir	65.27
Jharkhand	320.52
Karnataka	1674.68
Madhya Pradesh	2825.60
Maharashtra	5867.00
Manipur	3.00
Meghalaya	4.13
Mizoram	4.74
Nagaland	7.00
Odisha	432.05
Puducherry	0.108
Punjab	184.46
Rajasthan	714.02
Sikkim	1.60
Tamilnadu	472.69
Uttar Pradesh	493.17
Uttarakhand	39.40
West Bengal	342.85
<b>Total</b>	<b>19298.62</b>

Source: Second advance estimates released by Horticulture Division, Department of Agri. & Coopn.

\* Year 2013-14 pertains to agriculture year (July, 2013 to June, 2014).

[English]

#### **Mobile Processing Centres**

681. SHRIMATI MAUSAM NOOR: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government proposes to launch any schemes to assist the farmers for setting up of mobile processing vans and food processing centres through public, public private partnership initiative at village level;

(b) if so, the details thereof;

(c) whether the Government is considering to provide assistance to the women self-help groups to establish such units;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) and (b) No, Madam. However, the Ministry of Food processing Industries launched a Centrally Sponsored Scheme, National Mission on Food Processing (NMFP) in 12th Plan (2013-17). Under the mission, a new scheme has been introduced for setting up of Primary Processing Centres/Collection Centres (PPCs/CCs) in rural areas, for creation of effective backward linkages and empowerment of farmers in the country. Financial assistance upto Rs.2.50 crore is provided to the eligible entrepreneurs, farmers etc. under the above scheme of the Mission.

The scheme envisages Minimum Processing facilities at the farm level, which may include facilities for weighing, sorting, grading, packaging, pre-cooling, Controlled Atmosphere, Cold Storage, Dry Warehouses and Individual Quick Freezing (IQF). Also for Mobile Pre-cooling trucks and reefer trucks, which may be suitable for transportation of perishable agricultural produce/horticulture/dairy/meat/fish produce.

(c) to (e) The above said scheme is not gender specific. However, as per the scheme/mission guidelines, the individual entrepreneurs/ farmers, group of entrepreneur/farmers, associations, co-operative societies, self-help groups (including women groups) and non-government organizations are eligible for assistance to establish such units.

### Legislation Related to SCs/STs

682. SHRI PRATAP SIMHA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has received any suggestions from public representatives/social organizations regarding the need for strict implementation of the Protection of Civil Rights Act, 1955 and the Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989;

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

(c) whether the Government has any proposal to amend the said Acts by incorporating certain provisions to make the concerned officers accountable as well as defining the role of the public representatives; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) and (b) Observations have been made by certain organizations in regard to gaps in implementation of the Scheduled Castes (SCs) and the Scheduled Tribes (STs) (Prevention of Atrocities) {PoA} Act, 1989. These broadly relate to under reporting of cases, non-registration of cases under appropriate sections of the PoA Act, delay in filing charge sheets, filing of false and counter cases.

Ministry of Home Affairs has sent a detailed advisory dated 01.04.2010, on crimes against SCs/STs to all States/UTs. The advisory has enumerated various steps, viz, vigorous and conscientious enforcement of the statutory provisions and the existing legislations, sensitizing the law enforcement machinery towards crimes against members of SCs/STs, developing a community monitoring system to check cases of violence, abuse and exploitation, no delay in the registration of FIR in cases of crimes against SCs/STs etc. States/UTs have also been requested to implement this advisory meticulously. However, as per the seventh schedule to the Constitution of India 'Police' and 'Public Order' are State subjects and, as such, the primary responsibility of prevention, detection, registration, investigation and prosecution of crime, lies with the State,

A Committee under the Chairpersonship of Union Minister for Social Justice & Empowerment which was constituted in the year 2006, also reviews implementation of the Protection of Civil Rights Act, 1989 and the PoA Act, in State/UTs. The Committee has so far held twenty meetings wherein implementation of the Act in 24 States and 4 Union Territories has been reviewed.

(c) and (d) Based on the consultation process with all the stakeholders, amendments in the PoA have been considered to cover the following five areas:-

- I. Amendments to Chapter II (Offences of Atrocities) to include new definitions, to re-phrase certain existing sections and expand the scope of presumptions. This includes substitution of section 4 of the PoA Act which relates to punishment for neglect of duties by public servants not belonging to Scheduled Castes and Scheduled Tribes as well as their duties
- II. Institutional Strengthening
- III. Appeals
- IV. Establishing Rights of Victims & Witnesses. This includes the right of atrocity victims or their dependents, to take assistance from the Non-Government Organisations, social workers or advocates.
- V. strengthening preventiv\_measures

The objective of above proposed amendments in the PoA Act is to deliver members of SCs and STs greater justice as well as be an enhanced deterrent to the offenders.

The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Amendment Bill, 2013, containing the aforesaid amendments in the PoA Act was introduced in the Lok Sabha during the Winter Session of Parliament, 2013, on 12.12.2013. The said Bill, however, did not get listed in the Business of the Lok Sabha during the winter session of Parliament, 2013, and thus, was not taken up by the House for consideration and passing.

The President of recommendations of the Government and in exercise of powers conferred by clause (1) of article 123 of the Constitution promulgated an Ordinance in the matter on 04.03.2014.

Government on 09.07.2014 has approved introduction of the Scheduled Castes and the Scheduled Tribes (Preventions of Atrocities) Amendment Bill, 2014, in Parliament.

#### Recruitment of Police Officers

683. SHRI OM PRAKASH YADAV: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal to recruit senior police officers from the serving policemen in various States; and

(b) if so, the details thereof and the time by which such proposal is likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) Yes Madam. The Government has introduced "Limited Competitive Examination" as the third mode of recruitment to IPS officers in order to mitigate the shortage of directly recruited IPS officers. Officers of the rank of Dy. SPs of State Police services, Assistant Commandants of Central Armed Police Forces (CAPFs) and Captains and Majors of Defence Forces fulfilling certain eligibility criteria are eligible for appearing in the aforesaid examination. The first Limited Competitive Examination-2012 has been conducted in August 2012. However, the matter being sub-judiced the final result is yet to be declared by the Union Public Service Commission.

#### Soil Testing Laboratories

684. SHRI NISHIKANT DUBEY:

SHRI DUSHYANT CHAUTALA:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to establish a soil testing laboratory in each and every district of the country to improve soil quality and thereby augmenting agricultural production;

(b) if so, the details thereof; and

(c) the number of districts in which soil testing laboratory is proposed to be set up in the country, State/UT-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE) AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) to (c) Government of India provides financial assistance to State Governments under National Mission for Sustainable Agriculture (NMSA) and Rashtriya Krishi Vikas Yojana (RKVY) for setting up soil testing laboratories. At present there are 1206 Soil Testing Laboratories (1018 Static & 188 Mobile in the country. State-wise Statement of soil testing laboratories is enclosed.

#### Statement

*State-wise Number of Soil Testing Laboratories in the Country, their Analyzing Capacity, and Utilization During 2012-13*

S. No	Name of the State	No of Soil Testing Laboratories				Total			Annual Analyzing Capacity in '000'	Sample Analyzed in'000'	Capacity Utilization (%)
		State Govt.		Fert. Industry		Static	Mobile	Total			
		Static	Mobile	Static	Mobile						
1	2	3	4	5	6	7	8	9	10	11	12
<b>I South Zone</b>											
1.	Andhra Pradesh	53	5	27	5	80	10	90	363.00	533.46	146.96
2.	Karnataka	56	0	6	2	62	2	64	295.66	194.81	65.89
3.	Kerala *	14	9	1	0	15	9	24	298.00	124.26	41.70
4.	Tamil Nadu	30	16	1	1	31	17	48	2014.00	1136.27	56.42



1	2	3	4	5	6	7	8	9	10	11	12
5.	Puducherry	2	0	0	0	2	0	2	4.00	4.41	110.25
6.	Andaman and Nicobar Island *	1	1	0	0	1	1	2	12.00	4.73	39.42
Total		156	31	35	8	191	39	230	2986.66	1997.94	66.90
<b>II. West Zone</b>											
7.	Gujarat	132	2	4	1	136	3	139	1411.00	1189.56	84.31
8.	Madhya Pradesh	24	0	3	4	27	4	31	282.00	312.41	110.78
9.	Maharashtra	123	23	8	4	131	27	158	1059.00	985.72	93.08
10.	Rajasthan	33	23	1	2	34	25	59	528.00	415.58	78.71
11.	Chhattisgarh	7	5	1	0	8	5	13	105.00	95.91	91.34
12.	Goa	2	0	0	0	2	0	2	25.00	18.97	75.88
Total		321	53	17	11	338	64	402	3410.00	3018.15	88.51
<b>III North Zone</b>											
13.	Haryana	35	1	2	0	37	1	38	362.00	443.48	122.51
14.	Punjab	54	12	2	3	56	15	71	631.50	282.11	44.67
15.	Uttarakhand	13	3	0	0	13	3	16	106.54	94.67	88.86
16.	Uttar Pradesh	255	18	6	3	261	21	282	4176.50	3432.28	82.18
17.	Himachal Pradesh	11	4	0	0	11	4	15	125.00	123.36	98.69
18.	Jammu and Kashmir	8	5	0	0	8	5	13	52.00	43.61	83.87
19.	Delhi	1	0	0	0	1	0	1	5.00	0.46	9.20
Total		377	43	10	6	387	49	436	5458.54	4419.97	80.97
<b>IV East Zone</b>											
20.	Bihar	39	0	0	0	39	0	39	230.00	259.3	112.74
21.	Jharkhand	8	0	0	0	8	0	8	80.00	7.37	9.21
22.	Odisha	15	6	1	0	16	6	22	230.00	205.70	89.43
23.	West Bengal	10	8	0	2	10	10	20	116.00	55.17	47.56
Total		72	14	1	2	73	16	89	656.00	527.54	80.42
<b>V NE Zone</b>											
24.	Assam *	7	4	0	0	7	4	11	84.00	60.76	72.33
25.	Tripura	2	4	0	0	2	4	6	32.00	8.48	26.50
26.	Manipur *	4	1	0	0	4	1	5	40.00	1.37	3.43

1	2	3	4	5	6	7	8	9	10	11	12
27.	Meghalaya	3	3	0	0	3	3	6	40.00	24.78	61.95
28.	Nagaland	3	0	0	0	3	0	3	45.00	14.50	32.22
29.	Arunachal Pradesh	3	3	0	0	3	3	6	15.00	14.23	94.87
30.	Sikkim	4	2	0	0	4	2	6	37.00	18.43	49.81
31.	Mizoram	3	3	0	0	3	3	6	27.00	25.00	92.59
Total		29	20	0	0	29	20	49	320.00	167.55	52.36
Grand Total		955	161	63	27	1018	188	1206	12831.20	10131.2	78.96

(94 Static & 23 mobile STLs under PPP Mode in Maharashtra included in this Statement)

\* information not provided but taken previous years progress report.

### Assistance to Agricultural Research Centres

685. SHRIMATI K. MARAGATHAM: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of agricultural research centres run with the financial assistance from the Government;

(b) the total funds utilised by these agricultural research centres in Central Agricultural Universities and other universities;

(c) the number of agricultural scientists produced by such Universities;

(d) whether the Government is aware that most of the scientists produced by these universities left their jobs and went abroad instead of working in Indian Universities/laboratories; and

(e) if so, the reasons therefor along with the remedial measures taken by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) and (b) Under the Plan Scheme, "Strengthening and Development of Higher Agricultural Education in India" the ICAR funds agricultural universities for infrastructural development and no research centres are funded, as such.

Indian Council of Agricultural Research provided an outlay of Rs. 413.50 crore in 2012-13 and Rs. 395.40 crore in 2013-14 to Agricultural Universities, including the Central Agricultural University in the country under the above mentioned Plan scheme.

(c) According to the study conducted in 2011 under the National Agricultural Innovation Project (NAIP), the number of students eligible to become agricultural scientists, passing out from agriculture universities in the country during each of the previous three academic years was as under:

S. No.	Pass Year	Bachelors Degree	Masters Degree	Doctoral Degree	Total
1.	2008	11840	5284	1209	18333
2.	2009	12716	4748	1136	18600
3.	2010	14570	5308	952	20830

Data of Agricultural Universities (AUs) only. Data of Colleges outside AUs not included

(d) No, Madam. No such information is indicated in the said report.

(e) Question does not arise.

### Custodial Deaths

686. SHRI SHRIRANG APPA BARNE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that enumerating lapses in the investigation of custodial deaths have taken place in the country;

(b) if so, the details thereof;

(c) whether the Supreme Court had suggested to amend the relevant laws dealing with custodial deaths;

(d) if so, the details thereof and the reaction of the Government in this regard; and

(e) the time by which the laws dealing with the custodial deaths is likely to be amended?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) As per the Seventh Schedule of the Constitution of India, "Police" and "Public Order" are State subjects. It is for the State Government to take action in every crime including custodial deaths. However, the Central Government issues advisories and the NHRC issues guidelines and recommendations.

In an important step aimed at curbing custodial violence, all the State Governments/Union Territories were advised by the NHRC in 1993 to issue directions to the District Magistrates and Superintendents of Police of every district that they should report to the Secretary General of the National Human Rights Commission about incidents of custodial death and custodial rape within 24 hours of occurrence of the event and that failure to report promptly will give rise to the presumption that there was an attempt to suppress the incident.

In order to streamline the procedure for processing the cases of custodial deaths, the following further instructions were issued on 3rd January, 2001 by the Commission :-

- (i) The post-mortem report, in new proforma circulated by NHRC in March 1997, along with the videograph and the Magisterial Enquiry report must be sent within 2 months of the incident.
- (ii) The post mortem report and other documents should be sent to the Commission without waiting for the viscera report. The viscera report should be sent subsequently as soon as it is received.

Further, Section 176 of the Criminal Procedure Code has been amended vide Code of Criminal Procedure (Amendment) Act 2005 to provide that in cases of death or disappearance of a person or rape of a woman while in custody of the police, there shall be a mandatory judicial inquiry. Section 357 of Cr. P.C. empowers the Courts to grant compensation to the victim and order for payment of cost of the prosecution.

(c) to (e) : The Hon'ble Supreme Court in the case of Dr. D.K. Basu Vs. State of West Bengal 1997 (1) SCC 416 had laid down certain basic requirements to be

followed in all cases of arrest or detention, as a measure to prevent custodial violence. The details are enclosed at Statement. Further to this, police and public order are State subjects under the Seventh Schedule of the Constitution of India and it is primarily responsibility of the State/UT Government, to appropriately prevent and ensure non-occurrence of police atrocities and to protect the human rights of the citizens.

#### **Statement**

##### *The Procedure to be Followed in All Cases of Arrest or Detention, as a Measure to Prevent Custodial Violence.*

- (i) The police personnel carrying out the arrest and handling the interrogation of the arrestee should bear accurate, visible and clear identification and name tags with their designations. The particulars of all such police personnel who handle interrogation of the arrestee must be recorded in a register.
- (ii) That the police officer carrying out the arrest shall prepare a memo of arrest at the time of arrest and such memo shall be attested by atleast one witness, who may be either a member of the family of the arrestee or a respectable person of the locality from where the arrest is made. It shall also be counter signed by the arrestee and shall contain the time and date of arrest.
- (iii) A person who has been arrested or detained and is being held in custody in a police station or interrogation center or other lock-up, shall be entitled to have one friend or relative or other person known to him or having interest in his welfare being informed, as soon as practicable, that he has been arrested and is being detained at the particular place, unless the attesting witness of the memo of arrest is himself such a friend or a relative of the arrestee.
- (iv) The time, place of arrest and venue of custody of an arrestee must be notified by the police where the next friend or relative of the arrestee lives outside the district or town through the Legal Aid Organization in the District and the police station of the area concerned telegraphically within a period of 8 to 12 hours after the arrest.

- (v) The person arrested must be made aware of his right to have someone informed of his arrest or detention as soon as he is put under arrest or is detained.
- (vi) Any entry must be made in the diary at the place of detention regarding the arrest of the person which shall also disclose the name of the next friend of the person who has been informed of the arrest and the names and particulars of the police officials in whose custody the arrestee is.
- (vii) The arrestee should, where he so requests, be also examined at the time of his arrest and major and minor injuries, if any present on his/her body, must be recorded at that time. The "Inspection Memo" must be signed both by the arrestee and the police officer effecting the arrest and its copy provided to the arrestee.
- (viii) The arrestee should be subjected to medical examination by a trained doctor every 48 hours during his detention in custody by a doctor on the panel of approved doctors appointed by Director, Health Services of the concerned State or Union Territory. Director, Health Services should prepare such a panel for all Tehsils and Districts as well
- (ix) Copies of all the documents including the memo of arrest, referred to above, should be sent to Magistrate for his record.
- (x) The arrestee may be permitted to meet his lawyer during interrogation, though not throughout the interrogation.
- (xi) A police control room should be provided at all district and State headquarters where information regarding the arrest and the place of custody of the arrestee shall be communicated by the officer causing the arrest, within 12 hours of effecting the arrest and at the police control room, it should be displayed on a conspicuous notice board.

#### **Preservation of Cultural Heritage Centres**

687. SHRI D.K. SURESH: Will the Minister of CULTURE be pleased to state:

(a) the details of the cultural heritage centres and heritage spots identified in the various parts of the

country during each of the last three years and the current year, State/UT and location wise;

(b) the number of proposals received by the Government/ Archaeological Survey of India (ASI) from various States for inclusion, preservation and conservation of these sites along with the present status thereof, State/UT-wise;

(c) the details of the States which have requested to provide separate grants for maintenance of heritage structures and the action taken thereon, State/UT-wise;

(d) the number of cultural heritage centres preserved and maintained in the country along with the funds sanctioned, released and utilized for the purpose during the said period, State/UT-wise; and

(e) the steps taken by the Government/ASI for promotion of such preserved cultural heritage in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK):

(a) As per the Ancient Monuments and Archaeological Sites and Remains Act, 1958, ancient monuments or archaeological sites and remains, as the case may be, which are of historical, archaeological or artistic interest, and have been in existence for not less than 100 years, may be declared by the Central Government as of national importance. During the last three years five monuments/sites have been declared as of national importance.

(b) Presently there are 25 proposals received from various parts of the country for protection of monuments. As per sub-section 4(1) of the Ancient Monuments and Archaeological Sites and Remains Act, 1958, the Central Government may after detailed scrutiny, verification of revenue records, ownership issues, preparation of site plan, etc. take a decision to issue notification in the Gazette of India inviting objections/suggestions from interested persons on its intention to declare the same as of national importance. The list of monuments/sites (State-wise) identified for declaration as of national importance have been mentioned in Statement-I.

(c) The details of the States to which separate grants for maintenance of heri\$\$\$ structures, temples, monuments etc. is allocated under the XIII Finance Commission are given in the enclosed Statement-II.

(d) The State-wise expenditure incurred for conservation, preservation and maintenance of centrally protected monuments/sites during the last three years is given in the enclosed Statement-III.

(e) Protected monuments/sites under ASI are conserved, preserved and maintained by way of

structural repairs on priority basis, as per archaeological norms, subject to availability of resources. In addition, providing tourist related amenities (e.g. drinking water, toilet blocks, facilities for physically challenged, pathways, cultural notice boards/signage, vehicle parking, cloak rooms, etc.) at the centrally protected monuments/sites is the regular activity which the Archaeological Survey of India undertakes as per norms and availability of resources.

**Statement – I**

*List of Monuments/Sites Identified for Declaration as of National Importance*

S. No.	Name of Monument/Site	Locality	District	State
1.	Ancient Site	Junikaran	Kutch	Gujarat
2.	Palace building near Firozshah Palace and Tehkhana	Hissar	Hissar	Haryana
3.	Group of Temples	Haradib	Ranchi	Jharkhad
4.	Shahpur Quila	Shahpur	Palamu	Jharkhand
5.	Navratanagarh Fort and Temple Complex	Gumla	Gumla	Jharkhand
6.	Tiliagarh Fort	Sahebganj	Sahebganj	Jharkhand
7.	Fort and Jain Rock Cut sculptures	Koluha hill	Chatra	Jharkhand
8.	Janardana Temple	Panamaram	Waynad	Kerala
9.	Vishnu Temple	Nadavayal	Waynad	Kerala
10.	Fortification wall of Daulatabad Fort	Daulatabad	Aurangabad	Maharashtra
11.	Old High Court Building	Nagpur	Nagpur	Maharashtra
12.	Fort	Ginnurgarh	Sehore	Madhya Pradesh
13.	Biranchi Narayana Temple	Buguda	Ganjam	Odisha
14.	Group of Temples	Ranipur Jharial	Bolangir	Odisha
15.	Sita Ram Ji Temple	Deeg	Bharatpur	Rajasthan
16.	Rambagh Palace	Deeg	Bharatpur	Rajasthan
17.	Bala Qila	Alwar	Alwar	Rajasthan
18.	Step well	Neemrana	Alwar	Rajasthan
19.	St. Thomas Church	Dehradun	Dehradun	Uttarakhad
20.	Nauseri Banu Mosque	Kella Nizamat	Murshidabad	West Bengal

S. No.	Name of Monument/Site	Locality	District	State
21.	Chowk Masjid	Kella Nizamat	Murshidabad	West Bengal
22.	Archaeological Site (Sakeesena Mound)	Mogalbari	Paschim Medinapur	West Bengal
23.	Khwaza Anwar Berh (Nawab Bari Palace)	Khawaja Anwar Berh	Barddhaman	West Bengal
24.	Brindaban Chandra Temple	Birsingha	Bankura	West Bengal
25.	Radha Damodar Temple	Birsingha	Bankura	West Bengal

**Statement – II**

*Status of XIII FC State Specific Grants Released for 2011-12, 2012-13 & 2013-14*

(Rs. In crore)

S. No.	State	Total Amount Recommended by XIII FC 2011-12 to 2014-15	2011-12		2012-13		2013-14		Total	
			Amount recommended by MoC	Amount released by MoF	Amount recommended by MoC	Amount released by MoF	Amount recommended by MoC	Amount released by MoF		
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	160.00	34.30	34.30	10.00	5.00			44.30	39.30
2.	Arunachal Pradesh	10.00	2.50	2.50					2.50	2.50
3.	Assam	40.00	8.75	8.75					8.75	8.75
4.	Bihar	100.00	0.00	0.00					0.00	0.00
5.	Chhattisgarh	45.00	11.25	11.25					11.25	11.25
6.	Jammu and Kashmir	50.00	8.51	8.51					8.51	8.51
7.	Jharkhand	100.00	49.98	22.00					49.98	22.00
8.	Karnataka	100.00	25.00	25.00	25.00	25.00			50.00	50.00
9.	Madhya Pradesh	175.00	34.87	34.87	48.58	48.58			83.45	83.45
10.	Maharashtra	100.00	25.00	25.00	25.00	nil.			50.00	25.00
11.	Manipur	8.00	2.00	2.00	2.00	2.00			4.00	4.00
12.	Meghalaya	25.00	6.25	6.25					6.25	6.25
13.	Mizoram	12.00	3.00	3.00	3.00	3.00			6.00	6.00
14.	Odisha	65.00	21.00	21.00					21.00	21.00
15.	Punjab	100.00	25.00	25.00					25.00	25.00

1	2	3	4	5	6	7	8	9	10	11
16.	Sikkim	9.00	2.30	2.30	3.54	-			5.84	2.30
17.	Tamil Nadu	100.00	10.00	10.00	45.00	35.00			55.00	45.00
18.	Tripura	10.00	2.22	2.22	2.32	2.32	2.60	2.60	7.14	7.14
19.	Uttar Pradesh	100.00	28.86	28.86					28.86	28.86
20.	Uttarakhand	45.00	11.25	11.25					11.25	11.25
21.	West Bengal	100.00	14.50	14.50					14.50	14.50
Total		1454.00	326.54	298.56	164.44	120.90	2.60	2.60	493.58	422.06



**Statement – III***State/UT-Wise Expenditure for Conservation of Centrally Protected Monuments/Sites  
Under ASI for the Last Three Years*

(Rs. in lakhs)

S. No.	Name of State/UT	Circle / Branch	Expenditure 2011-2012	Expenditure 2012-2013	Expenditure 2013-14
1	2	3	4	5	6
1.	Uttar Pradesh	Agra Circle	544.49	737.49	957.97
2.	Uttar Pradesh	Lucknow Circle	1208.00	1047.49	944.99
3.	Maharashtra	Aurangabad Circle	310.70	494.00	493.00
4.	Maharashtra	Mumbai Circle	359.00	414.99	415.00
5.	Karnataka	Bangalore Circle	1041.00	1131.00	1253.00
6.	Karnataka	Dharwad Circle	943.98	793.00	993.79
7.	Madhya Pradesh	Bhopal Circle	607.90	708.50	716.99
8.	Odisha	Bhubaneshwar Circle	289.98	455.22	280.00
9.	West Bengal, Sikkim	Kolkata Circle	433.08	378.75	448.18
10.	Tamil Nadu, Puducherry	Chennai Circle	530.00	500.03	845.00
11.	Punjab Haryana	Chandigarh Circle	529.99	685.92	795.92
12.	Himachal Pradesh	Shimla Circle	62.81	105.00	155.86
13.	Delhi	Delhi Circle	927.39	1100.98	1300.19
14.	Goa	Goa Circle	110.00	107.99	144.50
15.	N.E. States, except Sikkim	Guwahati Circle	213.32	207.25	147.24
16.	Rajasthan	Jaipur Circle	445.49	435.00	521.48
17.	Andhra Pradesh	Hyderabad Circle	640.00	890.00	1068.43
18.	Bihar and Uttar Pradesh (Part)	Patna Circle	383.96	275.04	263.00
19.	Jammu and Kashmir	Srinagar Circle	270.00	243.80	260.00
20.	Jammu and Kashmir	Mini Circle Leh	85.00	67.00	116.83
21.	Kerala	Thrissur Circle	301.50	406.00	455.00

1	2	3	4	5	6
22.	Gujarat, Daman and Diu	Vadodara Circle	574.97	459.99	655.00
23.	Uttarakhand	Dehradun Circle	139.99	107.49	210.49
24.	Chhattisgarh	Raipur Circle	303.58	405.00	468.40
25.	Jharkhand	Ranchi Circle	62.58	53.57	69.00
		Chemical (All India)	556.39	527.67	510.85
		Horticultural Activity (All India)	1514.78	2122.85	2446.05
Total			13389.88	14861.02	16936.16

[Translation]

#### Developing Tourist Centres

688. SHRI GANESH SINGH: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has formulated/is implementing any effective scheme for developing tourist centres in the country;

(b) if so, the details thereof and the financial assistance provided so far in this regard, location and State/UT-wise including Madhya Pradesh;

(c) whether the Government proposes to include important places/locations of religious cultural, historical and archaeological significances in Madhya Pradesh on the tourist circuit; and

(d) if so, the details thereof along with the time by which these locations are likely to be included and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) to (d) Yes, Madam. The Ministry of Tourism (MOT) provides Central Financial Assistance (CFA) under the Centrally sponsored Scheme viz. Product/Infrastructure Development for Destination and Circuits (PIDDC). The tourism projects to be funded by MOT are decided in consultation with the State Governments/Union Territory Administrations in

prioritization meetings held every year with them, as per the Scheme Guidelines, inter-se priority and subject to availability of funds. The tourism projects include important tourist places and locations of religious cultural, historical and archaeological significances in the country including those in Madhya Pradesh.

The Ministry of Tourism promotes the rich culture and heritage of the country through tourism. This Ministry facilitates tourists by improving the amenities in the tourist places. Hence its initiatives do not affect the traditions and values adversely in the pilgrim centers.

The list of projects prioritized during 2014-15 for the State of Madhya Pradesh is given in Statement-I.

The project timeline for completion of each such project is decided in consultation with the concerned State/UT Govt, at the time of sanction of the project, which generally does not exceed 36 months and varies from project to project.

The State-wise details of amount sanctioned and released for the years 2012-13 and 2013-14 are given in the enclosed Statement-II.

#### Statement – I

List of projects under PIDDC Scheme prioritized for 2014-15

- i. Mega Circuits Development Project-Rewa
- ii. Mega Destination Development Project-Gwalior

iii. Circuit development Datia
iv. Facility development for renewable energy
v. Circuit development Shajapur-Agar
vi. Destination development-Jhabua
vii. Destination development-Alirajpur

**Statement – II**

*Number of Projects\* and Amount Sanctioned\* During 2012-13.*

(Rs. in Crore)

S. No.	State	2012-13	
		No.	Amount
1	2	3	4
1. Andhra Pradesh		10	104.97
2. Arunachal Pradesh		17	66.33
3. Andaman and Nicobar		0	0.00
4. Assam		0	0.00
5. Bihar		0	0.00
6. Chandigarh		0	0.00
7. Chhattisgarh		0	0.00
8. Dadra and Nagar Haveli		0	0.00
9. Daman and Diu		0	0.00
10. Delhi		1	24.37
11. Goa		2	0.50
12. Gujarat		1	4.87
13. Haryana		0	0.00
14. Himachal Pradesh		5	29.80
15. Jammu and Kashmir		27	112.86
16. Jharkhand		2	48.86
17. Kerala		6	78.26
18. Karnataka		0	0.00
19. Lakshadweep		0	0.00
20. Maharashtra		6	79.64

1	2	3	4
21. Manipur		1	0.50
22. Meghalaya		2	0.68
23. Mizoram		4	1.12
24. Madhya Pradesh		16	206.50
25. Nagaland		17	47.60
26. Odisha		2	0.61
27. Puducherry		0	0.00
28. Punjab		0	0.00
29. Rajasthan		0	0.00
30. Sikkim		4	20.75
31. Tamil Nadu		2	20.42
32. Tripura		0	0.00
33. Uttar Pradesh		7	21.29
34. Uttarakhand		2	12.97
35. West Bengal		2	46.94
GRAND TOTAL		136	929.84

"Includes Projects relating to Product/Infrastructure Development for Destinations and Circuits (PIDDC), Human Resource Development (HRD) and Fairs and Festivals & Rural Tourism. (RT)

*Number of Projects\* and Amount Sanctioned\* During 2013-14 (till 31st March, 2014).*

S. No.	State	2013-14	
		No.	Amount
1	2	3	4
1. Andhra Pradesh		25	181.79
2. Arunachal Pradesh		11	74.74
3. Andaman and Nicobar		0	0.00
4. Assam		0	0.00
5. Bihar		14	111.10
6. Chandigarh		0	0.00
7. Chhattisgarh		0	0.00

1	2	3	4
8.	Dadra and Nagar Haveli	0	0.00
9.	Daman and Diu	0	0.00
10.	Delhi	2	57.69
11.	Goa	0	0.00
12.	Gujarat	0	0.00
13.	Haryana	8	14.87
14.	Himachal Pradesh	1	33.71
15.	Jammu and Kashmir	45	85.47
16.	Jharkhand	1	5.00
17.	Kerala	10	46.68
18.	Karnataka	8	32.29
19.	Lakshadweep	0	0.00
20.	Maharashtra	6	67.95
21.	Manipur	11	214.38
22.	Meghalaya	1	0.47
23.	Mizoram	10	47.11
24.	Madhya Pradesh	9	100.21
25.	Nagaland	9	52.22
26.	Odisha	12	65.43
27.	Puducherry	1	48.48
28.	Punjab	2	10.39
29.	Rajasthan	10	51.75
30.	Sikkim	11	104.35
31.	Tamil Nadu	0	0.00
32.	Tripura	0	0.00
33.	Uttar Pradesh	24	130.13
34.	Uttarakhand	30	265.33
35.	West Bengal	0	0.00
GRAND TOTAL		261	1801.54

"Includes Projects relating to Product/Infrastructure Development for Destinations and Circuits (PIDDC), Human Resource Development (HRD) and Fairs and Festivals & Rural Tourism.

[English]

### Supply of Foodgrains

689. SHRI MEKAPATI RAJA MOHAN REDDY: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of Below Poverty Line and Above Poverty Line cardholders in the State of Andhra Pradesh;

(b) whether the Government has taken any steps to ensure regular supply of foodgrains to such cardholders; and

(c) if so, the details thereof and the success achieved therein?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) As reported by the State Government of Andhra Pradesh, the total number of Below Poverty Line (BPL) and Above Poverty Line (APL) ration card holders in the State of Andhra Pradesh are 1,37,73,556 and 14,80,951 respectively.

(b) and (c) State Government of Andhra Pradesh has further reported that foodgrains (rice & wheat) are being supplied regularly to BPL card holders in the State every month. 1,98,504 MTs of rice per month and 13669.741 MTs of wheat @ 1kg per packet per month are reported as being supplied to the BPL cardholders in the State. There is no supply of foodgrains to APL card holders under TPDS. However rice is being supplied through Special Counters @ Rs. 30 per kg to consumers under market intervention to control price rise.

### Facilities for Tourists

690. SHRI R. DHROVANARAYANA: Will the Minister of CULTURE be pleased to state:

(a) the details of works undertaken to provide basic facilities/amenities to tourists visiting historical temples and monuments in the country during each of the last three years and the current year, State/UT and temple/monument-wise;

(b) the funds allocated, released and expenditure incurred for the said work during the said period, State/UT and monument-wise including Karnataka; and

(c) the action taken by the Government to provide adequate security to protect the tourists at such places State/UT and monument-wise?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) The Archaeological Survey of India is responsible for protection, conservation and maintenance of monuments, archaeological sites and remains in the country which have been declared as of national importance under the Ancient Monuments and Archaeological Sites and Remains Act, 1958. In addition to conservation, preservation, maintenance and development of environs in and around centrally protected monuments/sites, providing basic facilities/amenities (e.g. drinking water, toilet blocks, facilities for physically challenged, pathways, cultural notice boards/signage, vehicle parking, cloak rooms, etc.) to the tourists visiting centrally protected monuments are the regular activities which the Archaeological Survey of India undertakes, as per need and resources. Further, improvement and up gradation of these public amenities is a continuous process. Basic tourist facilities depending upon the need have been provided at the ticketed monuments. The details are given in the enclosed Statement-I

(b) The expenditure incurred on providing tourist-related amenities at the centrally protected monuments and sites in the country including Karnataka State during the given in the enclosed Statement-II.

(c) Archaeological Survey of India has deployed regular watch & ward staff and has also engaged the services of private security guards and State Armed Guards and CISF personnel at select monuments for the safety and security of centrally protected monuments and sites in the country. The State-wise list of watch and ward is given in the enclosed Statement-III.

**Statement – I**

*List of Centrally Protected Ticketed Monuments in the Country where Basic Tourist Facilities Like Signages, Toilets, Drinking water, Pathways, Ramps for Disabled Persons, Etc. Have been provided*

S. No.	STATE / Name of monument
	<b>Andhra Pradesh</b>

S. No.	STATE / Name of monument
1.	Lower fort (Raja and Rani Mahal), Chandragiri, Distt. Chittoor
2.	Golkonda fort, Golkonda, District. Hyderabad
3.	Ruined Buddhist Stupa and other remains, Amaravati, District Guntur
4.	Hill of Nagarjunakonda with ancient remains, Pullareddigudem, District Guntur
5.	Four storeyed rock-cut Hindu temple, Undavalli, Distt. Guntur
6.	Buddhist monuments, Guntapalle, Distt. West Godavari
7.	Warangal fort, Warangal, Distt. Warangal
8.	Charminar, Hyderabad, District Hyderabad
	<b>Assam</b>
9.	Ahom Raja's Palace, Garhgaon, District Sibsagar
10.	Karenghar of Ahom Kings, Sibsagar, Distt. Sibsagar
11.	Group of four maidans, Charaideo, Distt. Sibsagar
12.	Bishnudol, Joysagar, Distt. Sibsagar
13.	Ranghar Ruins, Joysagar, Distt. Sibsagar
	<b>Bihar</b>
14.	Site of Mauryan Palace, Kumrahar, Patna, Distt. Patna
15.	Ancient ruins Vaishali, Distt. Vaishali
16.	Sher Shah's Tomb, Sasaram, Distt. Rohtas
17.	Excavated Site, Nalanda, Distt. Nalanda
18.	Ancient Site of Vikramshila, Antichak, Distt. Bhagalpur
	<b>Chhatisgarh</b>
19.	Temple of Laxman and Old sites including sculptures, Sirpur, Distt. Raipur
	<b>Gujarat</b>
20.	Sun Temple, Modhera, Distt. Mehsana

S. No.	STATE / Name of monument	S. No.	STATE / Name of monument
21.	Rani Ki-Vav, Patan, Distt. Patan	42.	Group of Temples, Pattadakal, Distt. Bagalkot
22.	Champaner Monuments, Champaner, Distt. Godhra	43.	Gol-Gumbaz, Bijapur, Distt. Bijapur
23.	Asokan Rock Edict, Junagadh, Distt. Junagadh	44.	Ibrahim Rauza, Bijapur, Distt. Bijapur
24.	Buddhist Caves, Junagadh, Distt. Junagadh.	45.	Temples & Sculpture Gallery, Lakkundi, Distt. Gadag
25.	Baba Pyare, Khapra Kodia Caves, Junagadh, Distt. Junagadh		<b>Kerala</b>
	<b>Haryana</b>	46.	Bekal Fort, Pallikere, Distt. Kasargod
26.	Sheikh Chilli's Tomb, Thanesar, Distt. Kurukshetra		<b>Madhya Pradesh</b>
27.	Suraj Kund, Lakharpur, Distt. Faridabad	47.	Western Group of Temples, Khajuraho, Distt. Chhatirapur
	<b>Himachal Pradesh</b>	48.	The Palace in the fort, Burhanpur, Distt. Burhanpur
28.	Ruined fort, Kangra, Distt. Kangra	49.	Buddhist Caves, Bagh, Distt. Dhar
29.	Rock-cut Temples and Sculptures, Masrur, Distt. Kangra	50.	Group of monuments, Mandu, Distt. Dhar
	<b>Jammu and Kashmir</b>	51.	Roopmati's Pavilion, Mandu, Distt. Dhar
30.	Group of Temples, Kiramchi, Distt. Udhampur	52.	Hoshang Shah's Tomb Mandu, Distt. Dhar
31.	Ancient Palaces attributed to Raja Suchet Singh, Ramnagar, Distt. Udhampur	53.	Buddhist Monuments, Sanchi, Distt. Raisen
32.	Avantiswami Temple, Avantipura, Distt. Pulwama	54.	Gwalior Fort, Gwalior, Distt. Gwalior
33.	Ancient Palace Leh, Distt. Leh (Ladakh)		<b>Maharashtra</b>
	<b>Karnataka</b>	55.	Ajanta Caves, Ajanta, Distt. Aurangabad
34.	Group of monuments, Hampi, Distt. Bellary	56.	Ellora Caves, Ellora, Distt. Aurangabad
35.	Daryia Daulat Bagh, Srirangapatnam, Distt. Mandya	57.	Pandulena Caves, Mahoor, Distt. Nanded
36.	Keshava Temple, Somnathpur, Distt. Mysore	58.	Daulatabad Fort, Daulatabad, Distt. Aurangabad
37.	Palace of Tipu Sultan, Bangalore, Distt. Bangalore	59.	Tomb of Rabia Durani (Bibi Ka Maqbara), Aurangabad, Distt. Aurangabad
38.	Fortress and Temple Chitradurga fort, Chitradurga, Distt. Chitradurga	60.	Aurangabad Caves, Aurangabad, Distt. Aurangabad
39.	Bellary Fort, Bellary, Distt. Bellary	61.	Elephanta Caves, Gharapuri, Distt. Raigad
40.	Durga Temple, Aihole, Distt. Bagalkot	62.	Buddhist Caves, Kanheri, Distt. Mumbai Suburban
41.	Cave at Badami, Distt. Bijapur	63.	Caves, Temples and inscriptions, Karla, Distt. Pune
		64.	Cave, Temple and Inscriptions, Junnar, Distt. Pune.

S. No.	STATE / Name of monument	S. No.	STATE / Name of monument
65.	Raigad Fort, Raigad, Distt. Raigad	88.	Fort, Dindigul, Distt. Dindigul
66.	Shaniwarwada, Pune, Distt. Pune	89.	Muvarkoil, Kodumbalur, Distt. Pudukkottai
67.	Hirakota old fort, Agarkot, Distt. Raigad	90.	Rock-Cut Jain temple, Sittanavassal, Distt. Pudukkottai
68.	Old fort, Sholapur, Distt. Sholapur	91.	Natural Cavern called Eladipallanan, Sittanavassal, Distt. Pudukkottai
69.	Cave, Temple & Inscriptions, Bhaja, Distt. Pune.	92.	Fort, Tirumayam, Distt. Pudukkottai
70.	Aga Khan Palace Building, Pune, Distt. Pune	93.	Fort St. George, Chennai, Distt. Chennai.
	<b>NCT Delhi</b>		<b>Uttar Pradesh</b>
71.	Jantar Mantar	94.	Taj Group of Monuments, Agra, Distt. Agra
72.	Purana Qila	95.	Agra Fort, Agra, Distt. Agra
73.	Kotla Feroz Shah	96.	Fatehpur Sikh, Agra, Distt. Agra
74.	Safdarjung Tomb	97.	Akbar's Tomb, Sikandara, Agra, Distt. Agra
75.	Red Fort	98.	Madam's Tomb, Sikandara, Agra, Distt. Agra
76.	Humayun's Tomb	99.	Itimad-ul-Daula's Tomb, Agra, Distt. Agra
77.	Qutb Minar	100.	Rambagh group of monuments, Agra, Distt. Agra.
	<b>Odisha</b>	101.	Mehtab Bagh, Agra, Distt. Agra
78.	Sun Temple, Konarak, Distt. Puri	102.	Rani Jhansi Fort, Jhansi, Distt. Jhansi
79.	Rajarani temple, Bhubaneshwer, Distt. Puri	103.	Rani Lakshmi Bai Mahal, Jhansi, Distt. Jhansi
80.	Ancient Remains on both Udaigiri & Khandagiri hills, Bhubaneshwar, Distt. Khurda	104.	Site of Sahet -Mahet, Distt. Sravastinagar
81.	Ratnagiri Monuments, Ratnagiri Distt. Jajpur	105.	Residency Buildings, Lucknow, Distt. Lucknow
82.	Ruins of Buddhist temples and images, Lalitagiri, Distt. Cuttack	106.	Buddhist Site, Sarnath, Distt. Varanasi
	<b>Rajasthan</b>	107.	Observatory of Man Singh, Varanasi, Distt. Varanasi
83.	Deeg Bhawan, Deeg, Distt. Bharatpur	108.	Lord Cornwallis Tomb, Ghazipur, Distt. Ghazipur
84.	Kumbhalgarh Fort, Kumbalgarh, Distt. Rajsamand	109.	Old Fort, Jaunpur, Distt. Jaunpur
85.	Chittaurgarh Fort, Chittaurgarh Distt. Chittaurgarh		<b>West Bengal</b>
	<b>Tamil Nadu</b>	110.	Hazarduari Palace, Killa Nizamat, Distt. Murshidabad
86.	Group of Monuments, Mamallapuram, Distt. Kanchipuram	111.	Cooch Bihar Palace, Cooch Behar, Distt. Cooch Behar
87.	Gingee fort, (Rajgirid and Krishnagiri), Gingee, Distt. Villupuram	112.	Bishnupur Temples, Bishnupur, Distt. Bankura

**Statement – II***Expenditure Incurred for Providing Tourists Related Amenities at Centrally Protected Monuments*

(Rupees in lacs)

S. No.	Name of State	Name of Circle	2011-12	2012-13	2013-14
1.	Andhra Pradesh	Hyderabad	100.22	—	—
2.	Assam	Guwahati	38.85	16.50	8.84
3.	Bihar	Patna	20.53	17.37	14.17
4.	Chhattisgarh	Raipur	21.69	35.48	33.03
5.	Goa	Goa	14.06	6.19	22.15
6.	Gujarat	Vadodara	57.26	76.01	22.93
7.	Himachal Pradesh	Shimla	3.00	5.93	6.98
8.	Jammu and Kashmir	Srinagar	16.56	13.25	9.29
		Leh Mini Circle	2.00	1.50	19.99
9.	Jharkhand	Ranchi	5.57	2.77	15.13
10.	Karnataka	Bangalore	13.90	52.00	46.64
		Dharwad	23.96	9.35	4.77
11.	Kerala	Trissur	0.90	5.98	44.22
12.	Madhya Pradesh	Bhopal	51.60	54.63	10.86
13.	Maharashtra	Aurangabad	84.74	41.22	38.67
		Mumbai	14.03	11.20	19.23
14.	Nagaland	Guwahati	—	2.00	—
15.	NCT Delhi	Delhi	113.38	75.83	64.92
16.	Odisha	Bhubaneshwar	25.23	28.16	23.52
17.	Panjab and Haryana	Chandigarh	3.29	17.70	49.04
18.	Rajasthan	Jaipur	92.77	90.97	129.93
19.	Telangana	Hyderabad	103.83	—	—
20.	Tamilnadu	Chennai	16.58	32.59	30.76
21.	Tripura	Guwahati	1.15	6.34	—
22.	Uttar Pradesh	Agra	66.85	201.97	29.65
		Lucknow	59.16	113.89	21.71
		Patna	8.86	2.85	7.34
23.	Uttarakhand	Dehradun	—	—	7.80



S. No.	Name of State	Name of Circle	2011-12	2012-13	2013-14
24.	West Bengal and Sikkim	Kolkatta	6.97	13.47	7.04
	TOTAL	TOTAL	966.94	935.15	688.58

**Statement – III***List of Number of Watch and Ward Staff (State-Wise)*

S. No.	Name of State	Circle / Branch	Monument Attendants of ASI	Private Security Guards	CISF Personnel	State Armed Guards
1	2	3	4	5	6	7
1.	Uttar Pradesh	Agra Circle	119	122	279	-
	Uttar Pradesh	Lucknow Circle	102	40	-	-
2.	Maharashtra	Aurangabad Circle	124	100		
	Maharashtra	Mumbai Circle	72	107	-	-
3.	Karnataka	Bangalore Circle	159	132	-	10
	Karnataka	Dharwad Circle	106	111		10
4.	Madhya Pradesh	Bhopal Circle	302	133	-	14
5.	Odisha	Bhubaneshwar Circle	105	34	-	-
6.	West Bengal, Sikkim	Kolkata Circle	87	57	-	-
7.	Tamil Nadu, Pondicheri	Chennai Circle	132	22		-
8.	Punjab Haryana	Chandigarh Circle	51	-	-	-
9.	Himachal Pradesh	Shimla Circle	32	-	-	-
10.	Delhi	Delhi Circle	215	388	317	-
11.	Goa	Goa Circle	13	28	-	
12.	N.E. States, except Sikkim	Guwahati Circle	45	-	-	-
13.	Rajasthan	Jaipur Circle	197	04	-	15
14.	Andhra Pradesh	Hyderabad Circle	119	80		72 Home Guards
15.	Telangana					
16.	Bihar and Uttar Pradesh (Part)	Patna Circle	90	65	-	12
17.	Jammu and Kashmir	Srinagar Circle	84	-	-	-
		Mini Circle Leh	10	-		

1	2	3	4	5	6	7
18.	Kerala	Thrissur Circle	33	-	-	-
19.	Gujarat	Vadodara Circle	104	70		-
20.	Uttarakhand	Dehradun Circle	37	-	-	10
21.	Chhattisgarh	Raipur Circle	14	-	-	-
22.	Jharkhand	Ranchi Circle	13	15	-	-
		Science Division (All India)	64	-	-	-
		Excavation Branch, Patna	9	-	-	-
		Epigraphy Branch, Mysore	5	-	-	-
		Epigraphy, Lucknow	2	-	-	-
		Horticulture Division (All India)	973	-	-	-
		<b>Total</b>	<b>3418</b>	<b>1508</b>	<b>596</b>	<b>143</b>

#### Demarcation for Andhra Pradesh and Telangana

691. SHRI ASADUDDIN OWAISI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Union Government has demarcated the assets and liabilities for the State Governments of Andhra Pradesh and Telangana;

(b) if so, the details thereof; and

(c) the steps taken or being taken by the Union Government for an amicable settlement of assets and liabilities for both the States?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) The assets and liabilities of the States of Andhra Pradesh and Telagana are apportioned as per Part VI (Sections 47 to 67) of the Andhra Pradesh Reorganisation Act, 2014.

(c) As per Section 47(4) of the Andhra Pradesh Reorganisation Act, 2014, any dispute regarding the amount of financial assets and liabilities shall be settled through mutual agreement, failing which by order by the Central Government on the advice of the Comptroller and Auditor-General of India.

[Translation]

#### Rehabilitation of Kashmiri Pandits

692. SHRI SUNIL KUMAR SINGH:

SHRI D.K. SURESH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of displaced Kashmiri Pandits as on date; and

(b) the measures taken by the Government for their rehabilitation and safe return to the Kashmir Valley?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) Due to onset of militancy in 1990, most of the Kashmiri Pandit families along with some families of Sikhs and Muslims migrated from Kashmir Valley [total of about 57,000 families] to Jammu, Delhi and other places of the country.

At present there are about 60452 registered Kashmiri migrant families in the country. About 38,119 registered Kashmiri migrant families are residing in Jammu and about 19,338 registered Kashmiri migrant families are living in Delhi and besides Jammu and Delhi, about 1995 families are settled in other states.

(b) At present, the Government has been providing cash relief of Rs. 1650/- per head per month (maximum Rs. 6600/- per family per month) plus dry ration (9 Kg. Rice, 2 Kg. Atta per person per month and 1 Kg. Sugar per family per month) to eligible 17,248 families living in Jammu. Expenditure in this respect (approx. Rs136 Crore per annum) is being reimbursed by Ministry of Home Affairs under Security Related Expenditure (Return & Rehabilitation) - SRE (R&R).

The Government of NCT of Delhi is also providing cash relief of Rs. 1650/- per head per month (maximum Rs. 6600/- per family per month) to eligible 3,385 families from their own budget.

Other States are providing relief as per scales fixed by them from their own budget. The Government has advised these states also to provide relief at the rate of Jammu and Kashmir State.

It has been the Government's stated Policy to provide various rehabilitation facilities to the Kashmiri migrants and to create an environment conducive enough to make them return to the Valley. The Government has announced various Packages from time to time for the Kashmiri Migrants:

- Under Prime Minister's Package 2004, 5242 two room tenements have been constructed in Jammu at four locations [Purkhoo, Muthi, Nagrota and Jagti] and have been allotted to the migrants, who were living in various one room tenements, Govt. Buildings, Temples etc. in Jammu. Further, 200 flats have been constructed at Sheikhpura in Budgam district (Kashmir Valley) and have been allotted to the migrants on sharing basis, who have joined the government service under employment component of Prime Minister's Package 2008. Out of these 200 flats, 31 flats have also been allotted to the local migrants (who migrated from their native places to other places within the Kashmir Valley).
- The Government have announced a Comprehensive Package amounting to Rs. 1618.40 Crore in the year 2008 for return and Rehabilitation of Kashmiri Migrants, which provides for many comprehensive facilities for the

migrants e.g. financial assistance for purchase/ construction of houses, repair/ renovation of damaged houses and dilapidated/ unused houses, construction of transit accommodation, Continuations of Cash relief to migrants, students scholarship, Employment, Assistance to the Agriculturists and the Horticulturist and Waiver of interest on unpaid loan etc. As informed by the Government of Jammu and Kashmir, one family has returned to the Valley availing the benefit of Rs7.5 Lakh for construction of house under the Package. Further, 1474 state government jobs have been provided to the migrant youths and 505 Transit accommodations have been constructed in the Kashmir Valley and allotted to newly appointed migrant employees.

The review of such plans and packages is a continuous process and will continue to remain so in order to remove the bottlenecks and shortcomings, if any.

In the Budget of 2014-15, introduced in the Lok Sabha on 10th July 2014, Rs. 500/- Crore has been earmarked for rehabilitation of Kashmiri Migrants.

[English]

#### **Use of Ethanol by Chemical Industry**

693. SHRI NALIN KUMAR KATEEL: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) The quantum of ethanol being used by chemical industries in the country during each of the last three years and the current year;

(b) the likely impact on chemical industries if ethanol-blended petrol is made mandatory;

(c) whether the Ministry has opposed mandatory use of ethanol blended petrol in the country;

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI NIHAL CHAND):

(a) The quantum of ethanol being used by chemical industries in the country during each of the last three years and the current year are as follows:

(Figures in crore liters)

2010-11	2011-12	2012-13	2013-14 (Expected)
71	77	84	85-90

(Alcohol year Dec.-Nov, Source: Industry)

(b) to (d) The chemical industry apprehends that mandatory blending of ethanol in petrol is leading to rise in price of ethanol, as well as diminished availability for chemical industry. Their view has been conveyed to the Ministry of Petroleum & Natural Gas.

*[Translation]***Sale of Medicines at Arbitrary Prices**

694. SHRI KIRTI AZAD: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government is aware that medicines are getting out of reach of common man due to the present drug policy;

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

(c) whether the Government has received complaints that foreign drug companies are selling medicines at arbitrary prices by violating the drug policy;

(d) if so, the details thereof along with the action/steps taken by the Government on such complaints during each of the last three years and the current year; and

(e) the steps being taken by the Government to provide medicines to the people at cheaper rates?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI NIHAL CHAND):

(a) and (b) All the medicines specified in the National List of Essential Medicines 2011 (NLEM) have been included in Schedule-I of Drugs (Price Control) Order, 2013 (DPCO, 2013) and brought under price control. Out of total 680 NLEM medicines under scheduled category of DPCO, 2013, National Pharmaceutical Pricing Authority (NPPA) has already notified the ceiling prices in respect of 440 medicines upto 30th June, 2014 under provisions of the said order. Significant reduction in prices have been effected on the medicines notified under DPCO, 2013 as compared to the highest price prevalent prior to

that which differs from formulation to formulation. The overall profile of price reduction is as under:-

% reduction with respect to Highest Price to Retailer	No. of drugs
0<= 5%	35
5<=10%	41
10<=15%	49
15<=20%	40
20<=25%	58
25<=30%	43
30<=35%	27
35<=40%	34
Above 40%	113
<b>Total</b>	<b>440</b>

As per para13(2) of the DPCO, 2013, all the existing manufactures of scheduled formulations, selling the branded or generic or both the versions of scheduled formulations at a price lower than the ceiling price (plus local taxes as applicable) so fixed and notified by the Government shall maintain their existing maximum retail price. Therefore, the question of medicines getting out of the reach of the common man due to the present drug policy does not arise.

(c) and (d) NPPA has initiated action for overcharging in respect of 451 formulations under DPCO, 2013 which inter-alia, includes formulations manufactured/ marketed by MNCs. Further, NPPA has issued final demand in 2 cases for an amount of Rs. 54.03 crore and has recovered Rs. 54.01 crore which includes suo-moto payment in 4 cases till 30.06.2014 under DPCO, 2013.

(e) All the medicines specified in the NLEM-2011 (National List of Essential Medicines) have been included in the first schedule of DPCO, 2013 and brought under price control. Further, for making available quality generic medicines at affordable prices to all, the Government launched Jan Aushadhi Campaign in November, 2008 by way of opening up Jan Aushadhi Drug Stores. Since, November, 2008, 164 Jan Aushadhi Stores have been opened in various parts of the country, out of which 87 are functional.

### Review of Welfare Schemes for Senior Citizens

695. SHRI HANSRAJ GANGARAM AHIR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government has conducted any review of the implementation of schemes

formulated for the welfare of senior citizens;

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

(c) the steps taken by the Government to remove the lacunae in the said schemes;

(d) whether the Government has any proposal to reduce the age limit of senior citizens for availing the benefits of the various Centrally Sponsored Schemes and has also received suggestions/recommendations in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) to (c) The Ministry is implementing a Central Sector Scheme of Integrated Programme for Older Persons (IPOP) under which grants are given for running and maintenance of old age homes, day care centres, mobile medicare units etc. During the XI Five Year Plan period, evaluation studies were got conducted to assess the impact of the IPOP. Some of the major recommendations of these studies were enhancement in financial norms, increase in types of projects supported and need for engagement of specialized doctors in the Centres etc.

In view of the above recommendations, IPOP was revised w.e.f 1.4.2008. Beside revision of the financial norms, several innovative projects, e.g., Day Care Centres for Alzheimer's Disease/Dementia patients; Physiotherapy Clinics for Older Persons; Help-lines and

Counselling Centres for Older Persons; Regional Resource and Training Centres; etc. were added as being eligible for financial assistance under the Scheme.

(d) and (e) There is no such proposal in respect of the above scheme.

[English]

### Seed Production

696. SHRI KRISTAPPA: Will the Minister of AGRICULTURE be pleased to state:

(a) the quantum of seeds produced by various States in the country including Andhra Pradesh, crop and State/UT-wise;

(b) whether the country is self sufficient in the production of quality seeds and is able to fully cater to the demand of domestic market; and

(c) if not, the reasons therefor and the steps taken by the Government to increase the production of quality seeds in the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV KUMAR BALYAN): (a) to (c) As reported by the States, the availability of certified/quality seeds in the country for Kharif-2014 is 149.31 lakh quintals against the requirement of 145.51 lakh quintals. Crop-wise and State-wise details given in the enclosed Statement-I and III. Government of India Tsassisting the State Governments and seed producing agencies for seed related activities under various ongoing programmes/schemes of the Department including National Food Security Mission(NFSM), National Mission on Oilseeds and oil palm(NMOOP), Rashtriya Krishi Vikas Yojana(RKVY), National Mission on Agriculture Extension and Technology (Sub mission on seeds and planting material) etc.

### Statement – I

#### All India Crop-Wise Requirement and Availability o Certified/Quality Seeds During Kharif-2014

Crop Name	Requirement	Availability	Deficit/Surplus	Remarks
PADDY	6473015	7252862	779847	
MAIZE	796479	876613	80134	

Crop Name	Requirement	Availability	Deficit/Surplus	Remarks
BAJRA	224776	232733	7957	
JOWAR	136474	162317	25843	
RAGI	28848	32430	3582	
OTHER MILLET	2543	4110	1567	
<b>TOTAL CERALS</b>	<b>7662135</b>	<b>8561065</b>	<b>898930</b>	
ARHAR	262721	270733	8012	
MOONG	231822	257626	25804	
URD	180633	241987	61354	
MOTH BEAN	25000.00	13800.00	-11200	Meet from Farm Saved Seeds
COWPEA	32622	31277	-1345	
RICE BEAN	80.00	25.00	-56	
HORSE GRAM	7734	8119	385	
INDIAN BEAN	6435.00	6665.00	230	
<b>TOTAL PULSES</b>	<b>747047</b>	<b>830232</b>	<b>83185</b>	
GROUNDNUT	2155818	2170310	14492	
SOYBEAN	3429058	2732891	-696167	Meet from Rabi summer Production, identification stock at local level for use of seeds, use of planter and dibbling method to drop down seed rate from 75 to 55 kgs/ha and Farm Saved Seeds
SESAME	23487	29037	5550	
SUNFLOWER	18259	19014	755	
CASTOR	71535	85256	13721	
NIGER	855	906	51	
<b>TOTAL OILSEEDS</b>	<b>5699012</b>	<b>5037415</b>	<b>-661597</b>	
COTTON	217445	257016	39571	
JUTE	45353	61304	15951	
<b>TOTAL FIBRE</b>	<b>262798</b>	<b>318320</b>	<b>55522</b>	
DHAINCHA	88000	94230	6230	
SUNNHEMP	32482	37125	4643	
GUAR	74450	67708	-6742	Meet from private/Farm Saved Seed

Crop Name	Requirement	Availability	Deficit/Surplus	Remarks
OTHER TOTALS	194932	199063	4131	
GRAND TOTAL	14565924	14946094	380171	

**Statement – II***State-Wise Requirement and Availability of Certified/Quality Seeds During Kharif-2014*

QUANTITY IN QUINTALS

State	Requirement	Availability	Deficit/Surplus	Remarks
Andhra Pradesh	3040122	3027375	-12747	Meet from Farm Saved Seed
Karnataka	1069243	1134235	64992	
Kerala	40000	40000		
Tamilnadu	402361	434053	31692	
Puducherry	1120	983	-137	Meet from Tamilnadu
Maharashtra	1968723	1883849	-84874	Meet from Rabi summer Production, identification stock at local level for use of seeds, use of planter and dibbling method to drop down seed rate from 75 to 55 kgs/ha and Farm Saved Seeds
Gujarat	708329	742910	34581	
Chhattisgarh	766036	933138	167102	
Madhya Pradesh	1785621	1421907	-363714	Meet from Rabi summer Production, identification stock at local level for use of seeds, use of planter and dibbling method to drop down seed rate from 75 to 55 kgs/ha and Farm Saved Seeds
Rajasthan	756710	753785	-2925	Identification stock at local level for use of seeds, use of planter and dibbling method to drop down seed rate from 75 to 55 kgs/ha and Farm Saved Seeds
Goa	4622	4622	0	
Punjab	236195	279213	43018	
Haryana	119010	244883	125873	
Uttar Pradesh	876855	911507	34652	
Uttarakhand	29255	31943	2688	

State	Requirement	Availability	Deficit/Surplus	Remarks
Himachal Pradesh	47800	47800	0	
Jammu and Kashmir	70160	70163	3	
Bihar	402491	412124	9633	
Jharkhand	238959	154430	-84529	Tied up with NSC, SFCI, Private and Farm Saved Seed
Odisha	721728	814298	92570	
West Bengal	538891	862926	324035	
Sikkim	2298	2298	0	
Nagaland	17948	17948		
Assam	657910	658910	1000	
Mizoram	15947	15982	35	
Manipur	7930	7930	0	
Meghalaya	18320	18320		
Tripura	21340	18562	-2778	Tied up with NSC
<b>Grand total</b>	<b>14565924</b>	<b>14946094</b>	<b>380171</b>	

#### **Tourism Projects in North East**

697. SHRI BADRUDDIN AJMAL: Will the Minister of TOURISM be pleased to state:

(a) whether the Government had made any assessment of the potential for tourism development in the North Eastern States;

(b) if so, the details thereof;

(c) the details of tourism development projects sanctioned for the North Eastern States and the funds released in this regard during each of the last three years and the current year, State/UT and project-wise;

(d) whether the funds have been utilized fully and properly by the North Eastern States and if so, the details thereof, State/UT-wise; and

(e) the details of tourism projects under consideration of the Government/pending for approval, if any State/UT-wise?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO

NAIK): (a) and (b) An Integrated Tourism Master Plan for the North Eastern Region was prepared by Tata Consultancy Services (TCS) on the basis of a study commissioned by the North East Council (NEC). One circuit for each State was tentatively identified by Ministry of Tourism in consultation with the respective State Government for the said Master Plan.

The Ministry of Tourism has also initiated the process of selection of consultants for conducting a study on Tourism opportunities for the North East through Asian Highways.

(c) and (d) Development and promotion of tourism is primarily the responsibility of the respective State Governments. However, the Ministry of Tourism provides Central Financial Assistance (CFA) to various State Governments for various tourism projects prioritized every year in consultation with them subject to availability of funds, inter-se priority and adherence to the scheme guidelines. The details of tourism projects sanctioned, amount released and amount utilized by each of the North Eastern States during each of the last three years and the current year is given in the enclosed Statement-I.



(e) The list of Detailed Project Reports (DPRs) for the prioritized tourism projects of the North Eastern States received by the Ministry of Tourism given in the enclosed Statement-II.

**Statement – I**

*The Details of Tourism Project Sanctioned, Amount Released and Amount Utilised During Each of the Last Three Years and the Current Year*

(Rs. in lakh)

S. No.	Name of the Project	Amount Sactioned	Amount Released	Utilization Certificate Received
1	2	3	4	5
	Arunachal Pradesh			
	2011-12			
1.	Integrated development of Historical cum Heritage destination at Likabali, west Siang distt. (Malinithan)	418.88	335.10	418.88
2.	Eco- tourism at Hukanjuri under Deomali sub division	487.93	390.34	487.93
3.	Construction of Tourist Resort at Lebok Kamba, west siang distt.	385.07	308.05	385.07
4.	Development of Daporijo-Taliha-Siyum-Nacho Tourist circuit	713.81	571.05	713.81
5.	Development of River Island resort at Aalo, west siang distt.	451.94	361.55	451.94
6.	Construction of White water Rafting River front development at Tai, west siang distt.	475.55	380.44	475.55
7.	Celebration of Apatani Youth Festival at Ziro, Lower Subansiri Distt. to be held on 29th June, 2011 to 2nd July, 2011 in Arunachal Pradesh.	15.00	15.00	15.00
8.	Celebration of Youth festival at Aalo from October, 2011. Arunachal pradesh	9.00	9.00	9.00
9.	Celebration of Saing River Festival at Ziro Lower Distt. to be held on 29th June, 2011 to 2nd July, 2011 in A.P.	25.00	25.00	25.00
	2012-13			
1.	Integrated tourism destination at Yachuli,	417.34	333.87	417.34
2.	Wayside amenities at Jable	140.80	112.64	140.80

1	2	3	4	5
3.	Construction of Tourist complex at Chayangtajo	424.92	339.93	424.92
4.	Trekking Hub and Trekkers Trail from Base camp Yorlung to Pasang Sonam Tso (Lame) in International Border in Mechuka, west siang distt.	362.35	289.88	362.35
5.	Construction of Tourist Lodge at Liromoba (Tribal area)	277.20	221.76	277.20
6.	Eco- Tourism at Kone Gipong area under Dambuk lower Dibang Valley	468.43	374.74	468.43
7.	Celebration of Tawang festival from 26th to 30th October, 2012	25.00	25.00	0
8.	Upper Subansiri Distt. development of Budum langne (Snake Stone) Trekking Trail.	404.13	80.83	0
9.	Dev. of Adventure sports, Tourism at Bhalukpong, west Kameng distt.	385.75	77.15	0
10.	Construction of Cafeteria-cum-Picnic Sport at Ramghat under Papum Pare District in Arunachal Pradesh (Tribal Area).	393.42	78.68	0
11.	Construction of Resort-cum Amusement Park Karmajuli	455.47	91.09	0
12.	Development of Tourist circuit Ziro-Palin-Nyapin-Sangram-Koloriang.	746.26	149.25	0
13.	Construction of Adventure Tourism project on Subansiri River in Upper Subansiri Distt.	378.11	75.62	0
14.	Illumination, landscaping ect. For tourist lodge at Aalo	450.44	90.08	90.08
15.	Construction of Cafeteria -cum-picnic Spot at Ragle point	482.93	96.59	96.59
16.	Development of Wayside Amenities under Itanagar -Ziro-Daporijo-Aalo-Machuka circuit 2013-14	799.95	159.98	0
1.	Mega Tourist Destination at Tawang	2316.69	463.34	0
2.	Destination development at Baririjo sikarijo, chumin at Sippi and Buryorlo	500.00	100.00	0

1	2	3	4	5
3.	Destination development at Menchukha	500.00	100.00	0
4.	Destination development at Mariyang Dr. Daying Ering Wildlife Sanctuary and Borguli	499.20	99.84	0
5.	Construction of Tourist lodge at Hunli, Lower Dibang valley	490.26	98.05	0
6.	Development of Bhalukpong-Bomdila-Tawang Circuit-Infrastructure development at Zimithang, Dirang, Tawang and Kalaktang	785.78	157.15	0
7.	Development of Itanagar-Doimukh Sagalee Circuit- Infrastructure development at Pareng under Sagalee Siddharth Vihar near Gompa Itanagar, Lamdung, East Kameng and amusement park at Naharlagun	759.75	151.95	0
8.	Development for Miao-Namdapha circuit-Infrastructure at Namdapah and Nampong	780.65	156.13	0
9.	Development of Eco-Tourism Circuit at Loki-Partung-Taluak in East Siang District Arunachal Pradesh (Tribal Area)	701.31	158.26	0
10.	Celebration of Tawang Festival	25.00	25.00	0
11.	Celebration of Menchuka festival, in Arunachal Pradesh 2014-15	25.00	25.00	0
1.	Nil Assam 2011-12	0	0	0
1.	Development of Tourist Destination of Samaguri Lake in Nagaon District in Assam	348.01	278.41	278.41
2.	Development of tourism infrastructure including Ghats and Jetties along the Brahmaputra Riverways.	659.45	13.00	13.00
3.	IT projects Assam	50.00	45.00	45.00
	Celebration of Rass Festival at Majuli in the month of October, 2011	25.00	25.00	25.00

1	2	3	4	5
5.	Organize the Bodo national festival and jaipoe Rain forest festival 2012-13	25.00	25.00	25.00
1.	Nil 2013-14		0	0
1.	Nil 2014-15		0	0
1.	Development of Buddhist Tourist Circuit in Assam (final installment) (2008-09)	*652.57	68.01	652.57
2.	Development of Tourist Circuit-Kaliabor-Jakhalabandha - Nagaon in Assam (final installment) (2008-09)	*669.40	133.88	669.40
3.	Development of tourist circuit Kaziranga-Sivasagar-Jorhat (East Assam Circuit) (final installment) (2008-09)  Manipur 2011-12	*453.49	1.46	453.49
1.	Integrated Tourist circuit for Imphal to Tamai circuit Manipur	699.91	559.92	559.92
2.	Integrated Tourist Circuit for Imphal Hotel - Shilheipung-Sellilheipung -Selloy at Imphal East" in Manipur	774.21	619.36	619.36
3.	Integrated Tourist Circuit of Chullouphai-Ngaloimol and Sangaikot at Churchandpur District, Manipur. (Tribal Area)	774.75	619.80	619.80
4.	Integrated Tourist circuit of Chigphou Macha Cingphou Achouba & Khoriphaba at Nambol, Bishnupur Distt. Manipur	774.55	619.64	619.64
5.	Organising of Winter festival on the Quest of Manipur	25.00	25.00	25.00
6.	Manipur Sangai festival 2012-13	25.00	25.00	25.00
1.	Celebration of Sangai festival and Youth Adventure & Water Sports festival, 2012	50.00	50.00	50.00
2.	Integrated Tourist Destination at Mughal Garden at Waroi Ching Leimaram Bishnupur District	324.62	64.92	32.46

1	2	3	4	5
3.	Integrated Tourist Circuit linking Barak Water Falls, Tharon Caves, Zeilad Lake and Bunning Meadow in Tamenglong District	780.81	156.16	78.08
4.	Ningthem Pukhri Imphal- Eco-Tourism complex, Imphal East distt.(Tribal Area)	413.52	82.70	44.70
5.	Integrated tourist circuit at Karang, Chaobaching & Thanga in Manipur	762.89	152.570	0
6.	Manipur Adventure and Allied Sports institute Complex (MAASIC) Keiro, Imphal East District	485.64	97.12	0
7.	Integrated Tourist Circuit At Millenium Garden, Rose Garden, Kombirei Garden, Thangmeiband Sinam, Sekmai & Kanglatombi, Imphal District, Manipur 2013-14	778.14	155.62	155.62
1.	Mega-Integrated Mega Tourist Circuit at Khebaching-Marjing and Kaima	4751.61	950.32	0
2.	Eco-Tourism cum water sports complex at Maata-Mualtam (Hyde out park, Churachand pur distt. Tribal Area (Reprioritized)	489.17	97.83	97.83
3.	Integrated Tourist destination at Kotsopai, Chakpikarong, Chandel, Distt.	480.70	96.14	96.14
4.	Integrated tourist destination at Chingkheiching and adjoining areas, Imphal East Distt.	485.58	97.11	97.11
5.	Integrated tourist destination at Shirui Hills and adjoin areas, Ukhru Distt.	499.63	99.92	0
6.	Development of tourist destination at Kakching Garden, Thoubal distt.	478.15	95.63	95.63
7.	Celebration of Manipur Sangai Festival from 21st to 30th November, 2013	25.00	25.00	25.00
8.	Youth, Adventure & Water Sports festival, during the month of November 2013 2014-15	25.00	25.00	25.00
1.	Nil Meghalaya	0	0	0

1	2	3	4	5
2011-12				
1.	Behdienkhlam Festival, 2011 -Government of Meghalaya	25.00	25.00	25.00
2.	Celebration of Wangla Dance festival in Meghalaya	14.57	14.57	14.57
3.	Celebration of Lasubon festival 2012	10.43	10.43	10.43
2012-13				
1.	Celebration of Wangla Dance Festival on 9th & 10th November, 2012	17.94	17.94	17.94
2013-14				
1.	Behdeinkhlam 17th & 18th July, 2013	18.19	18.19	0
2.	100 Drums Wangala Festival 7th , 8th & 9th November, 2013	19.80	19.80	0
3.	Nongkrem Dance 13th to 14th November, 2013	8.91	8.91	0
2014-15				
1.	Nil	0	0	0
Mizoram				
2011-12				
1.	Tourist Destination, Demagiri	484.63	387.70	387.70
2.	Construction of Tourist lodge at Khawzawi	337.47	269.98	270.61
3.	Strengthening /Activation of Aerosports in Mizoram	468.82	375.05	375.05
4.	Celebration of Anthurium Festival to be held on September, 2011 in Mizoram	25.00	25.00	25.00
5.	Celebration of Thalfavang Kut Festival, 2011.	15.00	15.00	15.00
6.	Celebration of Chapchar Kut festival 2012	5.00	5.00	5.00
7.	Lyuva Khutla festival 2012	5.00	5.00	5.00
2012-13				
1.	Celebration of Anthurium Festival and Thalfavang Kut festival, 2012	39.15	39.15	39.15
2.	Celebration of Chapchar Kut festival on 1st March	5.00	5.00	5.00

1	2	3	4	5
3.	Celebration of Lyuva Khutla festival 2013 on 1st week of March, 2013 2013-14	5.00	5.00	5.00
1.	Construction for trekking route development of Blue Mountain-Sangau route (Phawngpu) in Mizoram	495.07	99.01	0
2.	Trekking route development Aizawl-Reiek-Ailawng	400.80	80.16	0
3.	Phase-II in Chalfilh Tourist Resort.	500.00	100.00	0
4.	Wayside Amenities on National Highway-54	450.40	90.08	0
5.	Kawlchaw West in Lawngtai Distt.	443.41	88.68	0
6.	Prikhaothlir, Phairan, Buk Vannei-	781.48	156.29	
7.	Development of Theme Park & other tourism infrastructure development at Lungleng, Mizoram	800.00	160.00	0
8.	Saiha-Chlfilh mountain	800.00	160.00	0
9.	Celebration of Anthurium Festival 24th - 26th September, 2013	25.00	25.00	25.00
10.	Celebration of Thalfavang Kut from 4th -6th November 2013 2014-15	15.00	15.00	15.00
1.	Nil Nagaland 2011-12	0	0	0
1.	Destination development of Chesezu	500.00	400.00	400.00
2.	Destination development of Kiwhera. (Tribal Area).	500.00	400.00	358.91
3.	Integrated circuit development of Jotsoma-Pholami-Tutukenjan- Akhegow-Losami-Lozaphuhu	800.00	800.00	800.00
4.	Development of Development of Way side Amenities on National Highway 39 from Dimapur to Khuzama Gate in Nagaland. (Tribal Area).	777.00	777.00	777.00

1	2	3	4	5
5.	Celebration of Naknyu Lem Festival on 13th July, 2011	5.00	5.00	5.00
6.	Organising Tsokkum festival of Khiamiungan Nagas at Noklak, Nagaland on 5th October, 2011. In Nagaland	5.00	5.00	5.00
7.	Celebration of Hornbill Event in Nagaland	25.00	25.00	25.00
8.	Mega destination project construction of overall development of Dimapur including Budget accommodation can be considered	2370.45	1185.23	1061.13
9.	Integrated circuit development of Niuland-Jakhama-Aghunato- Bhandari	788.54	157.71	501.56
10.	Setting up of a Tourist Resort at Tienzai Lake in Jalukie 'B' village jurisdiction of Peren Distt. in Nagaland	491.02	98.20	270.70
11.	Organizing the NEIFT (North East Institute of Fashion Technology) Design Ceremony on 27th February, 2012 at Guwahati 2012-13	15.00	15.00	15.00
1.	Integrated Tourist Destination at Meluri	481.84	385.47	175.49
2.	Integrated Tourist Destination at Tsiesama	491.95	393.56	260.06
3.	Tourist Lodge at Zunheboto	486.62	389.29	143.18
4.	Convention centre at Dimapur	456.25	365.00	0
5.	Development of Integrated tourist circuit at Dezeiphe-Doyang-Suruhoto-Atoizu-Dzulha-Kezo, Nagaland	800.00	160.00	479.00
6.	Development of Integrated Tourist Destination at Mount Tiyi and Surround Area", Nagaland	500.00	100.00	94.15
7.	Development of Tourist Circuit at New Peren-Dzulakie-Kerhi-Chunglikha,Vankhosung"Dimapur, Nagaland	800.00	80.00	265.52
8.	Development of Tourist Destination at Mhayan, Nagaland	500.00	100.00	86.93
9.	Celebration of Hornbill Festival, 2012	25.00	25.00	25.00



1	2	3	4	5
10.	Celebration of Yemshe Festival, 2012	5.00	5.00	5.00
11.	Celebration of Sekrenyi festival, 2013 during the month of February, 2013	10.00	10.00	10.00
	2013-14			
1.	Kiyai-Phuhoto-Khugaboto-Kuhoxu-Akahuto	800.00	160.00	119.00
2.	Tizit-Mon-Phomching-Lungwa-Longpang	800.00	160.00	115.00
3.	Aboi-Caoha Chingnyu-Changlang-Jakphang-Changlanshu- Sangsangnyu	800.00	160.00	120.00
4.	Rangapahar-Lavi-Green village-Hoshephu	800.00	160.00	0
5.	Eco-Adventure and cultural destination at Kuhuboto	500.00	100.00	68.00
6.	Integrated Tourist Destination at Angphang, in Nagaland	500.00	100.00	75.83
7.	Tourist lodge at Phek	500.00	100.00	35.00
8.	Development of Trekking & Eco-Adventure of Dzukou	487.01	97.40	50.00
9.	Celebration of Nagadah Festival 27th -28th November 2013	5.00	5.00	5.00
10.	Celebration of Hornbill Festival 1st -7th December, 2013	25.00	25.00	25.00
11.	Celebration of Suhkrunya Festival, Phek 15th January, 2014	5.00	5.00	5.00
	2014-15			
1.	Nil	0	0	0
	Sikkim			
	2011-12			
1.	Construction of Wayside Amenity at Phongla Junction along Namchi Maturing road in South Sikkim	410.69	328.55	123.46
2.	Construction of Modern Wayside Amenity at Siribadam along Kaluk-Siribadam-Sorang Road, West Sikkim	433.83	346.50	180.06
3.	Construction of Modern Wayside Amenity at Chakhung along Nayabazar-Chakhung-Soreng Road in West Sikkim	465.81	372.64	0

1	2	3	4	5
4.	Development of Geo-Tourism Park at Mamley below Namchi in South Sikkim Destination	418.44	334.75	80.00
5.	Development of Tourist Infrastructure at Naitam, lower Syari and WSA at Bhusuk in East Sikkim Circuit	736.55	589.24	589.24
6.	Celebration of Jorethatng Maghe Sakranti Mela South Sikkim from 13th to 15th January, 2012	5.00	5.00	5.00
7.	Tourism convention at New Delhi Sikkim	10.00	10.00	10.00
8.	World Tourism Day	5.00	5.00	5.00
9.	Namchi Mahotsav	5.00	5.00	5.00
10.	Sikkim Youth Adventure Festival 2012-13	25.00	25.00	25.00
1.	Development of tourist Infrastructure along Nathula tourist Axis in East Sikkim Circuit	800.00	640.00	0
2.	Modern Wayside Amenity with Park and Tourist Huts at Naga-Namgor in North Sikkim	434.69	347.75	0
3.	Tourist Circuit Development along Sleeping Buddha site at Singhik connecting Chunthang-Lachen-Lachung	800.00	640.00	189.68
4.	Celebration of World Tourism day	10.00	10.00	10.00
5.	Celebration of Namchi Mahahotsav	5.00	5.00	5-0(L
6.	Youth Adventure festival	25.00	25.00	25.00
7.	Development of Buddhist circuit from Rabdentse Geyzing connecting Ranidhunga and phodong to lachen in Sikkim	800.00	160.00	0
8.	Development of Tourist Circuit along Marchak including Development of Barchangey Water Site in East Sikkim	800.00	160.00	0
9.	Strengthening of Way side amenities along National Highway East Sikkim	800.00	160.00	0
10.	Development of Tourist Infrastructure at Buranilkantha at Legship in West Sikkim	445.49	89.10	0
11.	Providing and Display of Superlative Signages and Hoardings	800.00	160.00	0

1	2	3	4	5
12.	Modern Wayside amenity at Rabong including tourism amenities at Ralang Buddhist Center in south Sikkim(Tribal area)	500.00	100.00	0
13.	Development of Tourist Facilities En-Route to Nathula in East Sikkim 2013-14	800.00	160.00	0
1.	MEGA CIRCUIT PROJECT Development of Mega Tourist Circuit linking Gangtok (entry)-Topakhani (Singtam)-Tarku-Ravongla-Tashiding- Khecheperi-Rimbi-Darap - Melli (Exit)	5000.00	240.00	0
2.	Development of Tourist Circuit along Simik-West Pendam-Rimbi in East Sikkim.	800.00	160.00	0
3.	Development of Tourist Circuit along Phodong-Labrang & Rongong in North Sikkim.	800.00	160.00	0
4.	Development of Tourist Circuit along Sharchok Phebo, Sangmo, Deythang Pokhari, Zarong in South Sikkim.	800.00	160.00	0
5.	Development of Tourist Infrastructures at Luing Changrang in East Sikkim.	500.00	100.00	0
6.	Development of Tourist Infrastructures at Banjhakri Dhunga at Maneybong, Utterey in West Sikkim.	500.00	100.00	0
7.	Development of Tourist Infrastructures at Diu & Satyapani Pokhari under Poklok-Kamrang in South Sikkim.	500.00	100.00	0
8.	Development of Pilgrimage Heritage Centres at Thingchen Lake, Laingzah Dzongu and OTholung in North Sikkim.	500.00	100.00	0
9.	Convention Centre at Gangtok.	500.00	100.00	0
10.	Sound light at Gangtok	500.00	100.00	0
11.	IT proposal for promotion of tourism facilities in Sikkim.	50.00	45.00	0
12.	Celebration of World Tourism Day	5.00	5.00	5.00
13.	Celebration Cherry Tea festival Temi South Sikkim	5.00	5.00	5.00
14.	Sikkim Carnival festival, 2013	25.00	25.00	25.00

1	2	3	4	5
2014-15				
1. Nil		0	0	0
Tripura				
2011-12				
1. Destination development at Malaghar		500.00	400.00	400.00
2. Destination development at Jampui hill		500.00	400.00	266.87
3. Destination Development of Brahmakunda in Tripura,		445.07	356.05	300.00
4. IT Infrastructure in Tourism sector in Tripura		50.00	45.00	23.12
5. Celebration of Kharchi festival at Khayerpur Old Agartala from 8th to 14th July, 2011		15.00	15.00	0
6. Celebration of Neermahal Tourism festival		16.65	16.65	0
7. Celebration of Diwali festival		16.90	16.90	0
2012-13				
1. Nil		0	0	0
2013-14				
1. Nil		0	0	0
2014-15				
1. Nil		0	0	0

\* All the three projects were sanctioned in 2008-09 and their final installment was released in 2014-15.

**Statement – II**

*List of Detailed Project Reports Prioritized for the  
Tourism Projects of the North Eastern States Received  
by the Ministry of Tourism*

S. No.	NAME OF THE PROJECTS
ARUNACHAL PRADESH	
1.	Dree festival
ASSAM	
1.	Development of Chirang-Barpeta-Nalbari-Guwahati-Morigaon-Nagaon-Sonitpur-Tawang Mega NE Circuit.

S. No.	NAME OF THE PROJECTS
2.	Development of tourist facilities at Kalamati (Indo-Bhutan Border) Chirang
3.	Development of Pilgrimage Circuit in and around Guwahati
4.	Development of infrastructures at major tourist spots of Barak Valley districts of Assam.
5.	Development of Vaishnavite Circuit in Assam (Phase-I)
6.	Eco-Tourism project near river Champa
7.	Development of tourist spot near Martyrs Cemetery at Bodoland.

S. No.	NAME OF THE PROJECTS
8.	IT project for Assam Tourism MANIPUR
1.	Providing of Tourism Infrastructure in and around Imphal City, Manipur.
2.	Development of Tourist Circuit around Hiyanthang Temple, Heibokching and adjoining areas
3.	World War-II Tourist Circuit including establishment of world war-II Museum at Imphal
4.	Tourist Destination at Sadu Chiru Waterfalls
5.	Tourist Destination at Loukoipat, Bishnupur distt
6.	Tourist Destination at Maibam Lokpaching and adjoining areas
7.	Tourist Destination at Singda Dam and adjoining areas
8.	Tourist Destination at Irong water body & adjoining hills Manitripukhri, Imphal
9.	Village Rhia
10.	Village Thawai
11.	Development of 18- hole Golf Course and Tourist Resort at Nongmaiching, Imphal East
12.	Development of Food Craft Institute (FCI) in Thoubal distt.
13.	Information Technology project for promotion of Manipur Tourism
14.	Development and production of publicity materials including Brochures, Leaflets, Documentaries/Films, CDs, Map etc., on various topics related to Tourism
15.	Manipur Sangai festival, 2014
16.	Youth Adventure and water sports festival

[Translation]

### Modern Agricultural Technology

698. SHRI DILIPKUMAR MANSUKHLAL GANDHI:  
Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has taken various measures to extend the benefits of modern agricultural technology to the small and marginal farmers;

(b) if so, the details thereof and the success achieved therein; and

(c) the extent to which the Indian Council of Agricultural Research (ICAR) and other Agricultural Institutes/universities have been effective in equipping the farmers including the small and marginal farmers with adequate information and agriculture expansion schemes?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR., SANJEEV BALYAN): (a) Yes, Madam.

(b) Most of the Centrally Sponsored and Central Sector Schemes implemented by the Government focus on extending benefits of modern agricultural technology to small and marginal farmers either by way of having preferential norms of assistance for them or emphasize on certain percentage of allocation to be spent on them or earmark resources based on number of small and marginal farmers. A brief of ongoing initiatives which focus on providing information to farmers about improved agricultural technologies along with approaches followed thereunder are given in the enclosed Statement. These extension efforts are then supplemented by robust delivery mechanism.

(c) Main extension system mandated for dissemination of technologies among farmers is operated by the State Governments. However, in order to assess, refine and demonstrate latest technologies in farmer's field, the Indian Council of Agricultural Research (ICAR) has created a network of 638 Krishi Vigyan Kendras (KVKs) in the country. During the year 2013-14, the KVKs have conducted as many as 33791 On-farm trials and 1.71 lakh Frontline Demonstrations on farmers field and updated the knowledge and skills of 16.06 lakh farmers.

**Statement***Brief of Ongoing Initiatives which Focus on Providing Knowledge and Information to Farmers*

1. Sub-Mission on Agricultural Extension (SMAE) under National Mission on Agricultural Extension and Technology (NMAET)
  - i) Support to State Extension Programme for Extension Reforms "ATMA" - a Scheme which was launched in 2005. The initiative is currently under implementation in 639 District of 29 States and 3 UTs. The focus is on promoting decentralized farmer-driven and farmer-accountable extension system through an institutional arrangement for technology dissemination in the form of an Agricultural Technology Management Agency (ATMA) at district level which is responsible for extending the benefits of latest agricultural technologies in different thematic areas to the farmers including small and marginal farmers through various extension activities namely Farmers Training, Demonstration, Exposure Visit, Kisan Mela, Mobilization of farmer groups and Setting up of Farm Schools. Over 290 lakh farmers have been benefited under this scheme since inception in 2005-06 to 2013-14.
  - ii) Mass Media Support to Agricultural Extension and Focused Publicity Campaigns has been strengthened to reach out to all farmers including small and marginal. The Audio & Video Spots and success stories are being aired through All India Radio, Doordarshan and Private Channels operating at the National and Regional Level. The other component of the mass media initiative is use of 96 FM Transmitter of AIR to broadcast area specific agricultural programmes with 30 minutes radio transmission in the evening six days a week. Focused Advertisement Campaigns which cut across all the Divisions of the Ministry have been continuing since July 2010. The campaigns are being launched through print as well as electronic media to create awareness about the assistance available under various schemes of the Department of Agriculture & Cooperation.
  - iii) Agri-Clinic and Agri-Business Centres: The Scheme provides extension services to farmers including small and marginal farmers on payment basis through setting up of economically viable self-employment ventures by the candidates provided agri-preneurship training for a period of two months. The scheme has turned out to be an efficacious and cost effective mode of providing extension services to the farmers. Since inception of the scheme 38364 unemployed agriculture Graduates have been trained and 15626 agri-ventures have been set up to June, 2014.
  - iv) Information dissemination through Agri Fairs: The farmers are being provided information related to the modern agricultural technologies through National, State and Regional level Exhibitions/ Fairs.
  - v) Kisan Call Centres (KCCs) Agriculture related information is provided to the farmers through Kisan Call Centres having toll free telephone lines accessible through all mobile phones and landlines of all telecom networks including private service providers. Replies to the farmer's queries are given in 22 local languages between 6.00 am to 10.00 pm on all seven days of the week. The KCCs set up at 14 locations have been restructured to provide various technological innovations such as Voice/Media Gateways (IPPBX based decentralized system); Dedicated MPLS leased line network with dedicated bandwidth; Call barging; SMS to caller farmers providing a gist of advisories given to them on phone Voice mail system for

- recording farmer's queries during idle time of KCC or during call lines busy, with provision for call back to the-called etc. Since inception of the scheme, over 158.10 lakh calls have been received till May, 2014.
- vi) Kisan SMS Portal was launched during July, 2013 to send information, provide services and give advisories to farmers in their local language, in respect to their location and for preference of crops/ agricultural practices, market prices, weather reports, soil test reports etc. The system is capable of sending messages in regional languages also. More than 106.13 crore SMSs (considering 2.7 SMSs for one message) have been sent to farmers in 11 months since launch of SMS Portal. The registered farmers have been grouped based on the State, Districts, Block and the Crops/ Activities selected by farmers.
2. Sub-Mission on Agricultural Mechanization (SMAM) under National Mission on Agricultural Extension and Technology (NMAET) promotes strengthening of agriculture mechanization through training, testing, distribution of post harvest technology and management, providing financial assistance for procurement of agricultural machinery and equipment, for establishing farm machinery banks, high-tech, high productive equipments for custom hiring and also promoting farm mechanization in selected village.
  3. National Mission on Oil Seeds and Oil Palm (NMOOP) Under National Mission on Oil Seeds and Oil Palm (NMOOP) assistance is provided to State Department of Agriculture/Horticulture for all types of farmers including small and marginal farmers for block demonstration, Farm Field School (FFS), training, supply of improved farm implements, plant protection equipments/chemical etc.
  4. National project on Organic farming is benefiting small and marginal farmers by promoting organic farming through various programme namely National Project on Organic Farming (NPOF) under NMSA, Mission for Integrated Development of Horticulture (MIDH), Rashtriya Krishi Vikas Yojana (RKVY) and network project on organic farming under ICAR.
  5. National Mission for Sustainable Agriculture is providing financial assistance for promotion of organic inputs on farmers field @500/- per hectare. Assistance is provided @200/- per farmer subject to maximum of Rs. 5000/- per group for organic village adoption for manure management. Under NMSA focus is being given on Integrated Farming System with appropriate Resource Conservation technologies for enhancing productivity and minimizing risk associated with climatic variability. Mission also promotes advance technologies like micro-irrigation, green house etc. for small and marginal farmers with specific pattern of assistance.
  6. National Food Security Mission (NFSM): Under National Food Security Mission, Cluster demonstration on direct seeded rice/line transplanting/SRI; drainage management in waterlogged areas on Rice-Wheat system, demonstration on front-line technology on hybrid varieties, distribution of improved varieties/hybrids, plant and soil management, agricultural mechanization, resource conservation techniques/energy management, efficient water/application tools, cropping system based trainings are being provided. Under the Mission, Pulses demonstrations of production and protection technologies on village level compact blocks for enhanced production of pulses as well as motivating farmers to take up pulses production are also being undertaken. The awareness generated through demonstration to the farmers has triggered substantial increase in the use of high yielding varieties of wheat and rice. Capacity Building to the farmers is through Farmer Field Schools which help farmers in adoption of new/ modern agricultural technologies.

[English]

### **Low Unit Cost**

699. SHRI ANTO ANTONY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has received a complaint from Kerala regarding the low unit cost being granted on various schemes of Animal Husbandry by National Bank for Agriculture and Rural Development (NABARD); and

(b) if so, the details thereof along with the corrective steps being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) As per information available, no such complaint has been received from Kerala Government regarding the low unit cost granted on various schemes of Animal Husbandry by National Bank for Agriculture and Rural Development (NABARD).

(b) Does not arise in view of (a) above.

### **Assistance For Tourism Related Events**

700. SHRI P.K. BIJU: Will the Minister of TOURISM be pleased to state:

(a) whether the Government provides financial assistance to the States and Union Territories for organising fairs, festivals and tourism related events in the country;

(b) if so, the details thereof;

(c) the details of proposals received by the Government in this regard and the funds sanctioned and released during each of the last three years and the current year, State/UT-wise including Kerala;

(d) the details of utilisation of funds by the States/UTs during the said period along with the monitoring mechanism put in place for optimum utilisation of the funds; and

(e) the further steps taken/being taken by the Government for organising such tourism related events in the country particularly in the State of Kerala including trade fair?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) to (e) Yes, Madam.

The development and promotion of tourism destinations & products including fairs, festivals and tourism related events in the country is primarily the responsibility of the respective State Government/Union Territory Administration (UT). However, the Ministry of Tourism provides Central Financial Assistance (CFA) to various State Governments/UT Administrations for tourism projects including for the conduct of Fairs & Festivals and tourism related events prioritised during consultation with them, subject to scheme guidelines, inter-se priority and availability of funds.

As per the present Scheme of Domestic Promotion and Publicity including Hospitality (DPPH) guidelines, Central Financial Assistance is provided for the conduct of Fairs, Festivals and Tourism related Events, upto a maximum of Rs. 50.00 lakh to State Governments and upto Rs. 30 lakh to U.T. Administrations, in a financial year.

The Ministry of Tourism promotes various tourism products including fairs and festival in the country including the State of Kerala, in a holistic manner under the Incredible India campaign, both in domestic and international markets.

The State Governments/UT Administration have set up State Level Monitoring Committees (SLMC) to review the progress made in the implementation of various tourism projects including Fairs, Festivals and Tourism related Events regularly. The State Governments/UT Administration are required to submit the minutes of the meetings of State Level Monitoring Committees to the Ministry of Tourism periodically. The Ministry of Tourism also monitors the implementation of projects through holding periodical review meetings with the State Governments/UT Administrations.

A list of Fairs, Festivals and Events for which CFA was sanctioned and the amount released and utilised during the financial year 2011-12, 2012-13, 2013-14 and 2014-15 is given in the enclosed Statement.



**Statement**

*Number of Fairs, Festivals and Tourism Related Events and Amount Sanctioned/Released During Last Three Years and Current Year 2011-12, 2012-13 & 2013-14 & 2014-15.*

Rs. In lakhs

S. No.	State/UT	No. of projects	Sanctioned Amt.	Released Amt.	Amt. Utilised
2011-12					
1.	Andhra Pradesh	0	0	0	0
2.	Arunachal Pradesh	3	49.00	49.00	49.00
3.	Andaman and Nicobar	0	0	0	0
4.	Assam	2	50.00	50.00	50.00
5.	Bihar	0	0	0	0
6.	Chandigarh	2	25.00	25.00	25.00
7.	Chhattisgarh	1	35.00	35.00	35.00
8.	Dadra and Nagar Haveli	0	0	0	0
9.	Daman and Diu	0	0	0	0
10.	Delhi	2	7.00	7.00	6.00
11.	Goa	0	0	0	0
12.	Gujarat	0	0	0	0
13.	Haryana*	5	80.00	80.00	65.00
14.	Himachal Pradesh	3	25.00	25.00	25.00
15.	Jammu and Kashmir	1	19.50	19.50	19.50
16.	Jharkhand	0	0	0	0
17.	Kerala	0	0	0	0
18.	Karnataka	0	0	0	0
19.	Lakshadweep	0	0	0	0
20.	Maharashtra	2	37.00	37.00	37.00
21.	Manipur	2	50.00	50.00	50.00
22.	Meghalaya	3	50.00	50.00	50.00
23.	Mizoram	4	50.00	50.00	50.00
24.	Madhya Pradesh	1	27.25	27.25	27.25
25.	Nagaland	4	50.00	50.00	50.00
26.	Odisha	6	33.70	33.70	33.70
27.	Puducherry	4	30.00	30.00	0

S. No.	State/UT	No. of projects	Sanctioned Amt.	Released Amt.	Amt. Utilised
28.	Punjab	0	0	0	0
29.	Rajasthan	0	0	0	0
30.	Sikkim	5	50.00	50.00	50.00
31.	Tamil Nadu	1	25.00	25.00	25.00
32.	Tripura	3	48.90	48.90	0
33.	Uttar Pradesh	3	57.50	57.50	57.50
34.	Uttarakhand	3	49.28	49.28	49.28
35.	West Bengal	4	50.00	50.00	26.00
GRAND TOTAL		64	899.13	899.13	780.23

\* including Suraj Kund

2012-13					
1.	Andhra Pradesh	1	25.00	25.00	25.00
2.	Arunachal Pradesh	1	25.00	25.00	25.00
3.	Andaman and Nicobar	0	0	0	0
4.	Assam	0	0	0	0
5.	Bihar	0	0	0	0
6.	Chandigarh	0	0	0	0
7.	Chhattisgarh	0	0	0	0
8.	Dadra and Nagar Haveli	0	0	0	0
9.	Daman and Diu	0	0	0	0
10.	Delhi	1	25.00	25.00	25.00
11.	Goa	2	50.00	50.00	50.00
12.	Gujarat	0	0	0	0
13.	Haryana	0	0	0	0
14.	Himachal Pradesh	6	50.00	50.00	0
15.	Jammu and Kashmir	1	25.00	25.00	25.00
16.	Jharkhand	1	25.00	25.00	0
17.	Kerala	1	24.00	24.00	0
18.	Karnataka	1	24.00	24.00	0
19.	Lakshadweep	0	0	0	0
20.	Maharashtra	1	25.00	25.00	25.00

S. No.	State/UT	No. of projects	Sanctioned Amt.	Released Amt.	Amt. Utilised
21.	Manipur	2	50.00	50.00	50.00
22.	Meghalaya	1	17.94	17.94	17.94
23.	Mizoram	3	49.15	49.15	49.15
24.	Madhya Pradesh	4	34.00	34.00	0
25.	Nagaland	3	40.00	40.00	40.00
26.	Odisha	2	61.30	61.30	61.30
27.	Puducherry	0	0	0	0
28.	Punjab	2	50.00	50.00	50.00
29.	Rajasthan	0	0	0	0
30.	Sikkim	3	40.00	40.00	40.00
31.	Tamil Nadu	0	0	0	0
32.	Tripura	0	0	0	0
33.	Uttar Pradesh	2	50.00	47.50	15.00
34.	Uttarakhand	0	0	0	0
35.	West Bengal	2	26.00	26.00	0
GRAND TOTAL		40	716.39	713.89	498.39
2013-14					
1.	Andhra Pradesh	3	24.50	24.50	0
2.	Arunachal Pradesh	2	50.00	50.00	50.00
3.	Andaman and Nicobar	0	0	0	0
4.	Assam	0	0	0	0
5.	Bihar	3	37.50	37.50	0
6.	Chandigarh	0	0	0	0
7.	Chhattisgarh	1	25.00	25.00	0
8.	Dadra and Nagar Haveli	0	0	0	0
9.	Daman and Diu	0	0	0	0
10.	Delhi	0	0	0	0
11.	Goa	0	0	0	0
12.	Gujarat	0	0	0	0
13.	Haryana	4	75.00	75.00	0
14.	Himachal Pradesh	0	0	0	0

S. No.	State/UT	No. of projects	Sanctioned Amt.	Released Amt.	Amt. Utilised
15.	Jammu and Kashmir	2	125.00	125.00	125.00
16.	Jharkhand	0	0	0	0
17.	Kerala	0	0	0	0
18.	Karnataka	1	25.00	25.00	25.00
19.	Lakshadweep	0	0	0	0
20.	Maharashtra	1	25.00	25.00	25.00
21.	Manipur	2	50.00	50.00	50.00
22.	Meghalaya	3	46.90	46.90	46.90
23.	Mizoram	2	40.00	40.00	40.00
24.	Madhya Pradesh	2	58.00	58.00	33.00
25.	Nagaland	3	35.00	35.00	35.00
26.	Odisha	3	50.00	50.00	0
27.	Puducherry	0	0	0	0
28.	Punjab	0	0	0	0
29.	Rajasthan	0	0	0	0
30.	Sikkim	3	35.00	35.00	0
31.	Tamil Nadu	0	0	0	0
32.	Tripura	0	0	0	0
33.	Uttar Pradesh	0	0	0	0
34.	Uttarakhand	0	0	0	0
35.	West Bengal	0	0	0	0
GRAND TOTAL		35	701.90	701.90	429.90
2014-15					
1.	Andhra Pradesh	0	0	0	0
2.	Arunachal Pradesh	0	0	0	0
3 4	Andaman and Nicobar	0	0	0	0
	Assam	0	0	0	0
5.	Bihar	0	0	0	0
6.	Chandigarh	0	0	0	0
7.	Chhattisgarh	0	0	0	0
8.	Dadra and Nagar Haveli	0	0	0	0
9.	Daman and Diu	0	0	0	0

S. No.	State/UT	No. of projects	Sanctioned Amt.	Released Amt.	Amt. Utilised
10.	Delhi	0	0	0	0
11.	Goa	0	0	0	0
12.	Gujarat	0	0	0	0
13.	Haryana	0	0	0	0
14.	Himachal Pradesh	0	0	0	0
15.	Jammu and Kashmir	0	0	0	0
16.	Jharkhand	0	0	0	0
17.	Kerala	0	0	0	0
18.	Karnataka	0	0	0	0
19.	Lakshadweep	0	0	0	0
20.	Maharashtra	0	0	0	0
21.	Manipur	0	0	0	0
22.	Meghalaya	0	0	0	0
23.	Mizoram	0	0	0	0
24.	Madhya Pradesh	0	0	0	0
25.	Nagaland	0	0	0	0
26.	Odisha	0	0	0	0
27.	Puducherry	0	0	0	0
28.	Punjab	0	0	0	0
29.	Rajasthan	0	0	0	0
30.	Sikkim	0	0	0	0
31.	Tamil Nadu	0	0	0	0
32.	Tripura	0	0	0	0
33.	Uttar Pradesh	0	0	0	0
34.	Uttarakhand	0	0	0	0
35.	West Bengal	0	0	0	0
GRAND TOTAL		0	0	0	0

### Sports Policy

701. SHRI RAVNEET SINGH: Will the Minister of SKILL DEVELOPMENT, ENTERPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has reviewed the National Sports Policy in the recent past;

(b) if so, the details thereof;

(c) whether the Government proposes to formulate a new and comprehensive National Sports Policy; and

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

THE MINISTER OF STATE (OF THE MINISTRY OF) SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) to (d) The Ministry of Youth Affairs & Sports had proposed a new comprehensive National Sports Policy in 2007-08, the draft of which was discussed with all stake holders viz, State Governments, Indian Olympic Association (IOA), National Sports Federations, eminent sportspersons and sports administrators. After careful consideration of the whole matter and in view of the new initiatives taken by way of introduction of the Scheme of Panchayat Yuva Krida aur Khel Abhiyan (PYKKA) in 2008, which has since been revised as Rajiv Gandhi Khel Abhiyan (RGKA) in 2014, for broad-basing of sports in the country, the Government decided that the existing National Sports Policy 2001 is sufficient to achieve the goals of both mass participation in sports and promotion of excellence in sports and decided to withdraw the draft comprehensive National Sports Policy. Accordingly, the policy was withdrawn with the approval of the Cabinet. At present, the National Sports Policy, 2001 is in existence. There is no proposal under consideration for drafting a new policy.

[Translation]

**Allocation under Deendayal Disabled Rehabilitation Scheme**

702. SHRIMATI KAMLA PAATLE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be please to state

(a) the details of proposals received from the State Government of Chhattisgarh under the Deendayal Disabled Rehabilitation Scheme, Integrated Programme for Older Persons and Assistance for Prevention of Alcoholism and Substance (Drugs) Abuse during each of the last three years and the current year, scheme -wise;

(b) the amount of funds allocated, sanctioned and released to Chhattisgarh under the said schemes during the above period, scheme-wise; and

(c) whether any amount is pending for sanction and if so, the details thereof along with the time by which the remaining funds are likely to be released by the Government?

THE MINISTER OF STATE SOCIAL JUSTICE AND EMPOWERMENT IN THE MINISTRY OF (SHRI SUDARSHAN BHAGAT): (a) and (b) Statement indicating allocation made for Chhattisgarh under the Deendayal Disabled Rehabilitation Scheme, Integrated Programme of Older Persons and scheme of assistance of prevention of alcoholism; and Substance (Drug) abuse and proposals regarding funds vis -a -vis allocation received during each of the last three years and the current year is enclosed.

(c) All complete proposals, which fulfill norms of the respective schemes, received during financial year are processed during the year itself, subject to availability of funds. However, in case of deficiency of any document proposals, the grant is released only after rectification of the deficiency, in the next financial year in consonance with the provisions of General Financial Rules.

**Statement**

(i) Details of proposals received and funds released under Deendayal Disabled Rehabilitation Scheme for the last three year and current financial year (Rs. in Lakhs)

Financial Year	Notional Allocation	Number of proposals received	Amount released
2011-12	80.00	10	54.69
2012-13	80.00	11	11.87
2013-14	80.00	09	80.56
2014-15	100.00	—	--

(as on 10.07.2014)

(ii) Details of proposals received and funds released under Integrated Programme of Older Persons for the last three year and current financial year (Rs. in lakhs)

Financial Year	Notional Allocation	Number of proposals received	Amount released
1	2	3	4
2011-12	40.00	03	9.03
2012-13	40.00	03	12.22

1	2	3	4
2013-14	40.00	02	2.44
2014-15 ( as on 10.07.2014)	50.00	—	

(iii) Details of proposals received and funds released under Assistance for Prevention of Alcoholism and Substance (Drug) Abuse for the last three year and current financial year (Rs. in lakhs)

Financial Year	Notional Allocation	Number of proposals received	Amount released
2011-12	30.00	02	35.61
2012-13	30.00	02	9.42
2013-14	30.00	02	3.93
2014-15 (as on 10.07.2014)	30.00	01	11.78

#### Scholarships for SC/OBC Students

703. SHRI P.P. CHAUDHARY: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the amount of funds allocated to the States and the funds pending for release by the Government under the Post Matric Scholarship Scheme for SC/OBC students during the last three years, particularly for Rajasthan;

(b) whether the State Government of Rajasthan has sought the remaining amount of funds to implement the scheme in an effective manner; and

(c) if so, the time by which the remaining funds are likely to be released?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) and (b)

#### Schedule Caste Students

Under Post Matric Scholarship Scheme for Scheduled Caste Students 100% admissible central

assistance is released by the Central Government to the State/UTs over and above the committed liability for implementing the scheme. North Eastern States are exempted from the committed liability. Central assistance amounting to Rs. 6519.48 crore has been released to the States/UTs during the last three years *i.e.* from 2011 -12 to 2013-14.

The Central assistance released to Rajasthan during the last 3 years under this scheme is as under:

Sl. No.	Year	CA (Rs. In lakh)
1.	2011-12	2982.32
2.	2012-13	6013.35
3.	2013-14	10592.00

State Government has forwarded a request for releasing balance amount of Central Assistance for the year 2013-14. Requisite information regarding actual expenditure and the number of beneficiaries covered during 2013-14 has been called for from the State Government, which has not been received so far.

#### Other Backward Class Students

The details of the amount of the funds allocated and pending for release to the States including Rajasthan under the Post Matric Scholarship for OBC Students during the last three years are given in the enclosed Statement.

(c)

#### Scheduled Caste Students

The balance amount of the previous year, if any, is released to the States/UTs after receiving complete information from them.

#### Other Backward Class Students

There is no fund pending for release to the State Government of Rajasthan during the last three years as per their allocation. As per the guidelines of the Scheme, the additional demand has to be met by the State Government.

**Statement***Funds Allocated to the States/UTs under Post Matric Scholarship for OBC Students for the Last Three Years*

(Rs. In lakhs)

S. No.	State/UTs	2011-12		2012-13		2013-14	
		Notional Allocation	Amount released	Notional Allocation	Amount released	Notional Allocation	Amount released
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	3545.00	4615.72	4144.00	6178.00	5980.00	6314.00
2.	Bihar	4344.00	5656.17	5079.00	4715.83	7328.00	7738.00
3.	Chattisgarh	1067.00	0.00	1248.00	0.00	1800.00	0.00
4.	Goa	63.00	78.14	73.00	94.37	106.00	106.00
5.	Gujarat	2528.00	1334.00	2955.00	2495.29	4264.00	2707.10
6.	Haryana	1063.00	1378.07	1243.00	707.17	1793.00	811.00
7.	Himachal Pradesh	289.00	74.00	338.00	245.23	487.00	448.86
8.	Jammu and Kashmir	523.00	307.49	612.00	0.00	882.00	708.89
9.	Jharkhand	1381.00	1798.16	1615.00	2663.81	2330.00	2460.00
10.	Karnataka	2557.00	2540.35	2990.00	2973.35	4314.00	3749.32
11.	Kerala	1398.00	1398.00	1634.00	2628.44	2358.00	2490.00
12.	Madhya Pradesh	3038.00	3955.76	3552.00	5859.39	5125.00	5412.00
13.	Maharashtra	4704.00	6124.90	5500.00	9072.32	7935.00	8379.00
14.	Odisha	1754.00	1114.00	2050.00	1740.00	2958.00	2601.39
15.	Punjab	1159.00	0.00	1355.00	1355.00	1956.00	0.00
16.	Rajasthan	2871.00	3232.27	3357.00	2838.54	4843.00	4442.93
17.	Tamil Nadu	3018.00	3180.80	3528.00	3153.68	5090.00	5375.00
18.	Telangana						
19.	Uttar Pradesh	8354.00	10877.00	9766.00	16109.72	14092.00	14880.00
20.	Uttarakhand	423.00	550.68	494.00	815.00	713.00	392.00
21.	West Bengal	3821.00	1041.00	4467.00	904.26	6446.00	6277.14
22.	Andaman and Nicobar Island	11.00	0.00	11.00	16.91	11.00	0.00
23.	Dadra and Nagar Haveli	17.00	0.00	17.00	0.00	17.00	0.00
24.	Daman and Diu	11.00	3.17	11.00	5.68	11.00	8.86



1	2	3	4	5	6	7	8
25.	Chandigarh	61.00	0.00	61.00	0.00	61.00	0.51
26.	Delhi	93.00	93.00	93.00	86.64	93.00	44.88
27.	Puducherry	7.00	7.00	7.00	76.80	7.00	0.00
28.	Assam	4422.00	2653.00	5159.00	1285.00	7370.00	0.00
29.	Manipur	383.00	202.00	446.00	0.00	638.00	531.00
30.	Tripura	510.00	548.80	595.00	591.00	850.00	850.00
31.	Sikkim	85.00	35.72	100.00	70.99	142.00	128.00
Total:		53500.00	52799.20	62500.00	66682.42	90000.00	76855.88

### Expenses on Helicopter Services

704. SHRI ANURAG SINGH THAKUR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the case of reimbursement of 75 per cent of the expenses on helicopter services in inaccessible areas *i.e.* subsidised helicopter services in Himachal Pradesh where the geographical and topographical conditions is similar to the North-Eastern States is pending with the Government;

(b) If so, the details in this regard.

(c) the reasons for keeping the said case pending so far; and

(d) the time by which the said case is likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (d) As decided by the North Zonal Council in a meeting held in Chandigarh on July 13, 2012, a Joint Working Group (JWG) was constituted by the Inter State Council Secretariat, MHA to consider the helicopter services for remote and inaccessible areas in Himachal Pradesh. As recommended by JWG, the State Government of Himachal Pradesh submitted the proposal for reimbursement of 75% of the expenses on the subsidised helicopter services in an inaccessible area of Himachal Pradesh to this Ministry in August, 2013. The Ministry of Civil Aviation has given its comments supporting the proposal. The Office of the Director General of Civil Aviation however has desired the State Government to

formulate the Standard Operating Procedures (SOPs) for each routes and helipad and submit the same for its approval. The State Government of Himachal Pradesh has been requested to submit the SOPs and also to give the updated financial implications. Further processing of the proposal, budgeting for same and setting the timeline accordingly will be incumbent on the receipt of SOPs and updated financial implications from the State Government of Himachal Pradesh.

[English]

### Tourism Projects in Kerala

705. SHRI MULLAPPALLY RAM CHANDRAN: Will the Minister of TOURISM be pleased to state:

(a) the details of tourism projects sanctioned for Kerala during each of the last three years and the current year;

(b) the amount of Central Assistance provided for the sanctioned projects, project-wise; and

(c) the details of proposals pending for approval?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) to (c) The development and promotion of various tourism destinations & products is primarily the responsibility of the respective State Government/Union Territory (UT) Administration. The Ministry of Tourism, however, provides Central Financial Assistance (CFA) to various State Governments & Union Territory Administrations for tourism projects prioritised in consultation with them for each financial year, subject to

availability of funds, inter-se-priority and adherence to scheme guidelines.

The details of tourism projects for which CFA has been sanctioned and released to the State Govt. of Kerala during the last three years and the current year are given in the enclosed Statement.

A proposal "Development of Vagamon -Thekkadi Mega Circuit in Idukki District" has been reprioritized for grant of CFA during the Financial Year 2014-15. However, the same can not be processed for grant of CFA due to pendency of utilization certificates for the projects sanctioned up to the year 2012-13.

**Statement**

*Details of Central Financial Assistance Sanctioned and Released for Various Tourism Projects in Kerala  
During Last Three Financial Years and the Current Financial Year*

(Rs. in lakhs)

S. No.	Name of the projects	Amount Sanctioned	Amount Released
2011-2012			
1.	Development of Munnar into a Tourist Destination in Kerala	488.51	390.81
2.	Development of Neriamangalam into a Tourist Destination in Kerala	309.62	247.70
3.	Developing Mobile Based service and IT based projects for the Promotion of Kerala Tourism.	46.00	41.40
4.	Development of Cruise Passenger Facilitation Centre at Cochin Port. Cochin.	491.53	354.53
5.	Development of Peruvannamuzhi and Kakkayam Dam Sites in Kozhikode District in Kerala	500.00	400.00
6.	Development of Karappuzha Dam site and Surroundings into a major destination in Kerala	492.03	393.62
7.	Developing Mobile Based Services and IT based projects for the promotion of Kerala Tourism.	48.00	43.20
Total		2375.69	1871.26
2012-13			
1.	Development of Thumboormozhi Dam sites and Surrounding into a major destination in Kerala	146.99	117.59
2.	Grant of CFA for First World Drum Festival of India 2012.	24.00	24.00
3.	Development of dedicated cruise berthing facilities at Cochin Port	2243.32	1121.66
4.	Development of Back Water Circuit in Alappuzha in Back Water Region as a Mega Circuit in Kerala.	4762.48	952.49
5.	Development of Kappil Beach and Boat Club as a tourist destination in Kerala	322.70	64.54

S. No.	Name of the projects	Amount Sanctioned	Amount Released
6.	Development of Palaikari Fish Farm and surrounding areas in Chempu Village into a major destination	327.04	65.41
Total		7826.53	2345.69
2013-14			
1.	Development of Kochi as a tourist destination (Prioritized in 2012-13)	324.39	64.87
2.	Development of Bhoothathankettu as a tourist destination. (Prioritized in 2012-13)	235.40	47.08
3.	Development of Kannur district as a major tourism destination in Kerala	471.47	5.00
4.	Development of Munnar Hill as a Tourist Destination in Kerala	151.74	5.00
5.	Development of Eco-camping circuits and caravan parks in Kerala	593.06	5.00
6.	Development of Marine Drive walkway in Kochi in Kerala.	500.00	5.00
7.	Development of Fort Kochi as Tourist Destination in Kerala.	386.32	5.00
8.	Development of Light House Beach and Surroundings - Kovalam in Kerala.	386.20	77.24
9.	Development of Samudra Beach and Surroundings-Kovalam in Kerala	419.05	83.81
Total		3467.63	298.00
2014-15			
NIL			

### Cotton Production

706. SHRI NARANBHAI BHIKHABHAI KACHHADIA:  
Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to increase the production of cotton in the country including Gujarat;

(b) if so, the details thereof along with the cotton production in the country during each of the last three years and the current year, State/UT-wise;

(c) the details of technological, financial and institutional help provided to the farmers for cultivation of cotton during the above period, State/UT-wise;

(d) whether the Government proposes to set up a Centre for Cotton Excellence in Gujarat to boost cotton production; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) Yes, Madam. In order to enhance production of cotton, the Department of Agriculture & Cooperation had implemented Mini Mission-II of Technology Mission on Cotton (TMC) in 13 major cotton growing States including Gujarat since February-2000. From 2014-15, Government has approved cotton development programme as a sub scheme under National Food Security Mission (NFSM) by adopting cropping system approach in the country including Gujarat during 12th plan period.

(b) The details of cotton production (State -wise) during last three years and the current year is as under:-

States	Production of Cotton (Lakh bales)			
	2010-11	2011-12	2012-13	2013-14*
Andhra Pradesh	53.00	49.00	73.50	71.40
Gujarat	104.00	120.00	88.50	108.50
Haryana	17.50	26.50	25.00	25.50
Karnataka	12.00	12.00	12.55	14.00
Madhya Pradesh	20.00	20.00	22.00	18.50
Maharashtra	85.00	72.00	76.55	84.50
Odisha	2.50	3.25	4.00	3.80
Punjab	21.00	23.00	20.00	22.50
Rajasthan	9.00	13.35	14.00	10.50
Tamil Nadu	4.50	4.50	5.00	5.00
Others	1.50	8.40	1.10	0.80
All India	330.00	352.00	342.20	365.00

\*3rd Advance Estimate

(c) Under MM-II of TMC, assistance was made available for production and distribution of seeds, field demonstrations, farmers trainings, through Farmers Field School, use of water saving devices and integrated pest management etc. As a sub-scheme under NFSM, assistance is provided for Front Line Demonstration on High Density Planting System (HDPS), Intercropping, Extra long Staple (ELS) / Desi Cotton besides programme on, Insecticides Resistance Management (IRM) and Online Pest Monitoring and Advisory Services (OPMAS). To extend technical assistance & the benefits to the farmers, the programme is implemented through the State Department of Agriculture, ICAR, SAUs, KVKs etc.,

The details of fund released under Mini Mission-II of Technology Mission on Cotton and funds allocated under NFSM is given below:-

	(Rs. in lakh)			
	2011-12	2012-13	2013-14	2014-15
MM-II (Release)	1100.11	1087.13	989.41	-
NFSM	-	-	-	1200.00

(d) and (e) To boost cotton production in Gujarat, the Central Institute for Cotton Research (CICR), Nagpur and All India Coordinated Cotton Improvement Project (AICCIP), Coimbatore of the ICAR are conducting basic, strategic, applied research and development in cotton through Navasari Agricultural University and Junagarh Agricultural University. Besides, the State Department of Agriculture and Krishi Vigyan Kendras are also disseminating scientific cotton production technologies in the state.

#### Terrorism Issue

707. SHRI KODI KUNNIL SURESH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware that Al-Qaida has released a video declaring 'Jihad' against India in the State of Jammu and Kashmir;

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

(c) the details of multilateral and bilateral talks, particularly with Pakistan initiated to deal with the issue of terrorism?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) The video available on You Tube is by an outfit calling itself Ansarul Tawheed Fi Bilal-al-Hind (Brotherhood for Monotheism in the land of Hind). It claims to have links to Al-Qaida. But there is no confirmed inputs in this regard.

(b) Question does not arise.

(c) Government has conveyed to the Pakistan leadership, including at the meeting between the Prime Minister of Pakistan on 27th May 2014 in New Delhi, that Pakistan must abide by its commitment that it will not allow its territory and territory under its control to be used for aiding and abetting of terrorist activities against India and for providing sanctuaries to such terrorist groups. It has also been conveyed to Pakistan that an expeditious and successful conclusion of the investigation and trial relating to those involved in the Mumbai attacks would be a major confidence building measure and would help bridge the trust deficit.

Due to the Government's strong and purposive international engagement, the international community recognizes Pakistan links with cross Border terrorism in India and the responsibility off the Government of Pakistan to put an end to it. As a consequence off the diplomatic steps taken internationally and bilaterally the "UN Al-Qaida and Taliban Sanctions Committee" listed, individuals and entities based in Pakistan including leaders of Lashkar-e-Tayyiba under Security Council Resolution 1267. The Jamat-ud Dawa was also listed as an alias of the LeT.

Under Simla Agreement of 1972, India is committed to resolve all outstanding issues with Pakistan through a peaceful bilateral dialogue.

*[Translation]*

#### **Suicide by Farmers**

708. YOGI ADITYA NATH:

SHRI BHARTRUHARI MAHTAB:

SHRI HARISHCHANDRA CHAVAN:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether agriculture has become an unviable profession in the country;

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

(c) whether there has been an increase in the incidence of suicides amongst the farmers due to loss suffered on account of unseasonal rain, hailstorms and inadequate support price for their crops in certain regions of the country including Maharashtra and Uttar Pradesh in the recent past;

(d) if so, the details thereof; and

(e) the measures taken/proposed to be taken by the Government to make agriculture a viable profession?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) to (e) Agriculture is a State subject under the Constitution. The Government of India is, however, implementing a number of plan schemes and programmes for the benefit of farmers and to make agriculture a viable vocation.

National Policy for Farmers, 2007 aims to improve economic viability of farming by substantially increasing the net income of farmers. Further, the Government of India has taken several steps to revitalize the agriculture sector and improve condition of farming community on sustainable basis by increasing investment, improving farm practices, strengthening rural infrastructure, supporting agricultural extension, facilitating in marketing of agricultural products etc.

Various programmes/schemes for the development of agriculture sector are being implemented in a decentralized manner with flexibility to State Governments to formulate and implement appropriate projects to suit their specific requirements. The focus of Government is primarily to increase farm income, creation of non-farm income opportunities, improvement in productivity of rainfed agriculture, increasing coverage of farming areas under protective irrigation and establishing appropriate backward and forward linkages. Other measures taken by the Government for the benefit of farmers include enhancement in minimum support prices of agricultural commodities, increase in credit flow to agriculture and allied sector, debt waiver/relief, interest subvention on crop loans, revival package for

strengthening Short Term Rural Cooperative Credit Structure, etc.

As regards increase in incidence of suicide amongst farmers, the Government has not received any such report from the State Governments except the Government of Maharashtra. The Government of Maharashtra has informed that the number of suicides of farmers in Nashik and Aurangabad Divisions of the State has increased to 77 and 135 respectively during the period from January to April, 2014 as compared to 42 and 54 respectively during the corresponding period of 2010, out of which some suicides may be due to hailstorm.

#### **Post Harvest Loss of Fruits and Vegetables**

709. SHRI JAGDAMBIKA PAL: Will the Minister of AGRICULTURE be pleased to state:

(a) the quantum and the estimated value of post-harvest loss of fruits and vegetables in the country during each of the last three years and the current year;

(b) whether a substantial quantum of perishable fruits and vegetables can be saved by setting up of post harvest infrastructure including establishment of cold storages in the country;

(c) if so, the details thereof and the action plan of the Government to address the issue including various programmes presently run by the Government for the purpose;

(d) whether the Government proposes to involve private companies in setting up of cold storages; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) A study published in 2012 by Central Institute of Post Harvest Engineering & Technology (CIPHET), Indian Council of Agricultural Research (ICAR), estimated that quantum of post harvest losses were in the range of 5.8% to 18% in fruits and 6.8% to 12.5% in vegetables. The estimated value of post harvest losses based on the wholesale price of year 2009

for fruits and vegetables was Rs. 13533 crore (Rs. 7862 crore in fruits and Rs. 5671 crore in vegetables).

(b) to (e) Creation of post harvest infrastructure including cold storages may reduce storage losses substantially by enhancing shelf life and availability of these perishables in lean seasons. Government is implementing various credit linked assistance programmes to encourage private investment for creation of post -harvest infrastructure including establishment of cold storages, processing units, pack houses, pre-cooling units, controlled atmosphere infrastructure, reefer vans and ripening chambers. Credit linked back ended subsidy at 35% of the project cost in general areas and at 50% in hilly and scheduled areas is available to entrepreneurs, cooperatives, FPOs and companies under Mission for Integrated Development of Horticulture (MIDH) of this Ministry.

Besides, Ministry of Food Processing Industries (MFPI) is implementing a scheme to provide integrated cold chain, value addition and preservation infrastructure facilities from farm gate to consumers. Assistance is available at 50% of total cost of plant & machinery and technical civil works in general areas and 75% in difficult areas subject to maximum of Rs. 10.00 crore/ project.

Further, Ministry of Commerce through Agricultural & Processed Food Products Expert Development Authority (APEEDA) provides assistance at 25% for cost of cold chain equipment subject to a ceiling of Rs. 10.00 lakh per beneficiary for the units related to export activity.

#### **Loan/Subsidy to Sugar Mills**

710. SHRI A.T. NANA PATIL: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government provides interest free loan/subsidy to the sugar mill owners in the country;

(b) if so, the details thereof indicating the quantum of funds provided and the purpose for which the said funds were provided during the last three years and the current year;

(c) the number of sugarcane growing farmers benefited and the quantum of funds provided to them

during each of the last three years and the current year, State-wise including Maharashtra; and

(d) the mechanism put in place by the Government to monitor timely transfer of funds and its utilisation by the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) and (b) The Central Government on 03.01.2014 has notified a 'Scheme for Extending Financial Assistance to Sugar Undertakings, 2014 (SEFASU, 2014)' envisaging interest free loans worth Rs. 6600 crores by Banks as additional working capital to sugar mills. The loan amount has to be utilized by the sugar mills for clearance of cane price arrears of previous sugar seasons and timely settlement of cane price of current sugar season to sugarcane farmers. As per the information received from the nodal bank *i.e.* State Bank of India, loans amounting

to Rs. 5775 crores have been sanctioned upto 30.06.2014 under the scheme. Out of the sanctioned amount Rs. 5164 crores have been disbursed to the sugar mills upto 04.07.2014.

(c) Data relating to number of sugarcane growing farmers benefited under SEFASU, 2014 is not maintained by the Central Government. However, a statement indicating state-wise details of the loan amount sanctioned and disbursed to sugar mills under the scheme is enclosed.

(d) It has been stipulated in the scheme that State sugar/cane commissioners would monitor the utilization of the loan. The concerned sugar mills would submit utilization certificate to the Central Government duly verified by sugar/cane commissioner certifying that the loan amount has been utilized for the purpose specified in the scheme.

#### **Statement**

##### *Amount of Loan Sanctioned/Disbursed to Sugar Mills Under SEFASU, 2014*

S. No.	STATES	SANCTIONED		DISBURSED	
		NO. OF MILLS	AMOUNT (Rs in Crore)	NO. OF MILLS	AMOUNT (Rs in Crore)
1	2	3	4	5	6
1.	Andhra Pradesh	19	138.79	17	130.04
2.	Bihar	4	50.78	1	9.62
3.	Delhi	2	175.06	2	175.06
4.	Goa	1	2.98	1	2.98
5.	Gujarat	13	286.96	13	283.64
6.	Haryana	11	104.10	11	104.10
7.	Karnataka	37	386.21	31	347.67
8.	Madhya Pradesh	7	26.56	0	0.00
9.	Maharashtra	107	1889.08	104	1724.99
10.	Punjab	18	151.30	7	69.22
11.	Telangana	1	1.04	1	1.04
12.	Tamil Nadu	37	606.38	37	550.50
13.	Uttar Pradesh	74	1875.27	72	1764.86

1	2	3	4	5	6
14. Uttrakhand		9	80.71	0	0.00
TOTAL		340	5775.22	297	5163.72

Source: TUFS cell, State Bank of India

[English]

### Quality Management in FPI

711. SHRI ADHALRAO PATIL SHIVAJIRAO: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether Total Quality Management is essential to reach the world market or avoid being swamped by imported food items and if so, the details thereof;

(b) whether the Government provides assistance/ grant-in-aid to Central/State Government Organisations/IITs and Universities for implementation of Total Quality Management System;

(c) if so, the details of assistance provided to States during the last three years and the current year, State/UT-wise; and

(d) the mechanism adopted by the Government for accreditation of certification bodies operating in certification of food processing units under the Total Quality Management System?

THE MINISTER OF STATE IN THE MINISTRY OF AND MINISTRY OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN):

(a) Adoption of Food Safety and Quality Assurance

mechanisms such as Total Quality Management (TQM) including ISO 9000, ISO 22000, Hazard Analysis and Critical Control Points (HACCP), Good Manufacturing Practices (GMP) and Good Hygienic Practices (GHP) by food processing industry enables adherence to stringent quality and hygiene norms and thereby protects consumer health, prepares the industry to face global competition, enhances product acceptance by overseas buyers and keeps the industry technologically abreast of international best practices.

(b) Government provides assistance to Central/State Government Organisations, NTs, Universities and Private Sector in the form of reimbursement of expenditure towards implementation of Total Quality Management.

(c) The details of assistance provided to States during the last three years and the current year, State/UT-wise is given in the enclosed Statement.

(d) Quality Council of India (QCI) has been set up as the National Accreditation Body. The National Accreditation Board for Certification Bodies (NABCB), which is a constituent Board of QCI, is responsible for accreditation of inspection and certification bodies as per international standards in the country.

### Statement

*Details of Assistance Provided to States During Last Three Years and the Current Year (State/UT-wise)*

#### Delhi

S. No.	Name of Organisation & Address	Year of release	Amount of grant (Rs. in lakh)
1	2	3	4
1.	M/s. Jagdish Cold Storage & Ice Factory, C-34/1, Lawrence Road, Delhi-110035	2013-14	Rs. 09.48
<b>Gujarat</b>			
1.	M/s. Vadital Industries Ltd., Tiskari Road, Ozarpada, Post. Dharampur, Distt. Valsad, Gujarat	2011-12	Rs. 15.00



1	2	3	4
<b>Jammu and Kashmir</b>			
1.	M/s. Keshar Spices, SIDCO Complex, Ind. Estate, Phase-II, Food Park, Khonmoh, Srinagar	2012-13	Rs. 20.00
2.	M/s. Super Star Spices, SIDCO Complex, Ind. Estate, Phase-II, Food Park, Khonmoh, Srinagar	-do-	Rs. 20.00
3.	M/s. Cinnic Industries, SIDCO Complex, Ind. Estate, Rangreth Budgam, Srinagar, Jammu and Kashmir	-do-	Rs. 20.00
<b>Karnataka</b>			
1.	M/s. Megha Bottling, Shri Ganesh Complex, Darbe Taluk, Puttur, Distt. Dakshin Kannada, Mangalore, Karnataka	2012-13	Rs. 13.11
2.	M/s. Megha Fruit Processing Pvt. Ltd., Shri Ganesh Complex, 2nd Floor, Darbe, Tal, Puttur, Distt. Dakshin, Kannada, Karnataka	2013-14	Rs. 13.80
3.	M/s. Mahima Shankar Processed Food Pvt. Ltd., Shri Ganesh Complex, Darbe, Puttur, Taluk, Dakshin Kannada, Mangalore, Karnataka	-do-	Rs. 15.00
<b>Madhya Pradesh</b>			
1.	M/s. Akash Namkeen Pvt. Ltd., K.H. No. 286/2, Village-Bada Bangarda, Opp. Gommatgiri Temple, Airport Road, Indore, M.P.	2011-12	Rs. 15.00
<b>Maharashtra</b>			
1.	M/s. Warana Food Products Pvt. Ltd., At. Amrutnagar, Post-Warananagar,, Tal Panhala, Distt. Kolhapur, Maha	2011-12	Rs. 09.66
2.	M/s. Warana Milk & Milk Products Pvt. Ltd., E-10, MIDC, Malegoan, Tal. Sinnar, Distt. Nashik, Maharashtra	2013-14	Rs. 15.00
<b>Tamil Nadu</b>			
1.	M/s. SNP Dairy Milk, 4/86, Madurai-Dindigul Road, Ayyakottai, Thanichiyam Post, Vadipatty Taluk, Madurai Distt-625221, Tamil Nadu	2014-15	Rs. 15.00
2.	M/s. Sakthy Food Products,365, Bharathiyar Road, Jaihindpuram, Madurai-625011, Tamil Nadu	-do-	Rs. 15.00
<b>Uttarakhand</b>			
1.	M/s. Graffiti Exports, (Food Division), Plot No.3, Sector-2, IIEsidcul, Rudrapur, Uttaranchal	2011-12	Rs. 20.00
2.	M/s. KLA Food (India) Ltd., 4m Milestone, Rudrapur road, Distt. Kichha, U.S. Nagar, Uttranchal	2012-13	Rs. 20.00
<b>Uttar Pradesh</b>			
1.	M/s. Modern Snacks Pvt. Ltd., D-44, Panki Site-II, Ind. Area, Kanpur-208022	2013-14	Rs. 15.00

1	2	3	4
<b>West Bengal</b>			
1.	M/s. Ambrosia Enterprise Pvt. Ltd., Paul Mech Infrastructure Complex, Kadambgachi, Goshpara, Barasat, 24, Parganas( North),	2011-12	Rs. 11.03

### Control on Crimes

712. SHRI SHRIRANG APPA BARNE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is fact that a United Nations Child Rights watchdog had alleged that India's law enforcement and justice authorities have shirked their responsibility to fight sex crimes;

(b) if so, the response of the Government thereto; and

(c) the steps taken by the Government to control widespread violence and abuse including sexual abuse?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) United Nations Committee on the Rights of the Child has expressed their views on aspects of crimes against children including legislation and implementation gaps.

The Minister of Women and Child Development has informed to the committee that a Special law is being implemented since 2012 to protect children from sexual assault. The various provisions of the Protection of Children from Sexual Offences were explained and the committee was informed that the Government has also framed Rules and Model Guidelines for the implementation of the Act. Several Training and awareness generation programmes are being held by the Government for various stakeholders under the Act such as Judiciary, police and civil society organisations.

(c) As per the seventh schedule to the Constitution of India 'Police' and 'Public Order' are State subjects and, as such, the primary responsibility of prevention, detection, registration, investigation and prosecution of crime, lies with the State Governments/Union Territory Administrations. However, Government of India is deeply concerned with the welfare of children and through various legislations, schemes and advisories to the State Governments/Union Territory Administrations, augments the efforts of the States /UTs.

The Government of India has specifically formulated 'The Protection of Children from Sexual Offences Act, 2012' (POCSO Act) in order to effectively address the heinous crimes of sexual abuse and sexual exploitation of children.

It defines different forms of sexual abuse, including penetrative and non-penetrative assault, as well as sexual harassment and pornography, and deems a sexual assault to be "aggravated" under certain circumstances, such as when the abused child is mentally ill or when the abuse is committed by a person in a position of trust or authority vis-a-vis the child, like a family member, police officer, teacher, or doctor. People who traffick children for sexual purposes are also punishable under the provisions relating to abetment in the Act. The Act prescribes stringent punishment graded as per the gravity of the offence, with a maximum term of rigorous imprisonment for life, and fine.

### Advisories issued by Ministry of Home Affairs

- Advisory on mandatory filing of FIR in case of missing children and immediate follow-up action thereof issued to all States / UTs on 25th June 2013 in accordance with the Hon'ble Supreme Court's Judgment on Bachpan Bachao Andolan vs Uol.
- Advisory on major provisions of Protection of Children from Sexual Offences Act 2012 and request to implement them in toto issued to all States / UTs on 28th May 2013
- Ministry of Home Affairs has issued an advisory "Standard Operating Procedure to handle Trafficking of Children for Child Labour - measures to be taken for rescue of trafficked child labourers and action against Traffickers / Employers" dated 12th August, 2013. The aforesaid advisory, directs the State Governments and Union Territory Administrations to specifically focus on Retrieval, Rehabilitation and Repatriation

measures with special emphasis on welfare of the child.

- Advisory on missing children-measures needed to prevent trafficking and trace the children-regarding dated 31st January, 2012, it was specifically advised to the States / UTs to prevent children from being victims of any heinous or organized crime such as, victims of rape, sexual abuse, child pornography, organ trade etc. The advisory also envisages computerization of records, DNA profiling, involvement of NGOs and other organizations, community awareness programmes etc. to facilitate the tracing of missing children.
- Advisory on Preventing & Combating Cyber Crime against Children dated 04th January, 2012, wherein it was advised to States / UTs to specifically combat the crimes in forms of cyber stalking, cyber bullying, child pornography and exposure to sexually explicit material etc.
- Advisory on crime against children dated 14th July, 2010 to all State Governments and UT Administrations wherein States/UTs have been advised to ensure all steps for improving the safety conditions in schools/institutions, public transport used by students, children's parks/play grounds, residential localities/roads etc. It has also been advised that the crime prone areas should be identified and a mechanism be put in place to monitor infractions in such areas for ensuring the safety and security of students, especially girls.

TrackChild Project : Ministry of Women and Child Development has also launched a nationwide portal namely 'TrackChild' in the country, which is aimed at maintaining the data of all children availing rehabilitation services under the Integrated Child Protection Scheme (ICPS). The software contains details of missing children reported in Police Stations. The portal facilitates matching of the children availing services under the Scheme with the reported missing children.

#### **National Maritime Authority**

713. SHRI MOHITE PATIL VIJAYSINH SHANKARRAO:

SHRI RAJEEV SATAV:

SHRI DHANANJAY MAHADIK:

SHRIMATI SUPRIYA SULE:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government proposes to establish a National Maritime Authority;

(b) if so, the details thereof along with the objectives behind setting up of the said Authority; and

(c) the time by which it is likely to be established?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (c) Yes, Madam. The Central Government proposes to establish a National Maritime Authority and the same is, at present, in a conceptual stage. It may take shape in due course of time.

*[Translation]*

#### **Schemes for Development of Agriculture**

714. SHRI PRATAPRAO JADHAV

SHRI CHANDRAKANT KHAIRE:

Will the Minister of AGRICULTURE be pleased to state:

(a) the details of various schemes being implemented by the Government for the development of agriculture and welfare of the farmers in the country;

(b) whether the Government has reviewed/evaluated the implementation of these schemes;

(c) if so, the outcome thereof including the deficiencies identified, scheme-wise; and

(d) the corrective steps taken/being taken by the Government for effective implementation of the schemes?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) The Department of Agriculture & Cooperation was implementing 51 schemes for development of agriculture and welfare of farmers in the country. These schemes have recently been restructured into 5 Centrally Sponsored Missions, 5 Central Sector Schemes and 1 State Plan Scheme as given below:

## I. Centrally Sponsored Missions

1. National Food Security Mission (NFSM)
2. National Mission on Sustainable Agriculture (NMSA)
3. National Mission on Oilseeds and Oil Palm (NMOOP)
4. National Mission on Agricultural Extension and Technology (NMAET)
5. Mission of Integrated Development of Horticulture (MIDH)

## II. Central Sector Schemes

6. National Crop Insurance Programme (NCIP)
7. Integrated Scheme on Agriculture Cooperation (ISAC)
8. Integrated Scheme for Agriculture Marketing (ISAM)
9. Integrated Scheme on Agriculture Census, Economics & Statistics (ISACE&S)
10. Secretariat Economic Service (SES)

## III. State Plan Scheme

11. Rashtriya Krishi Vikas Yojna (RKVY) The brief details of the above schemes are given in the enclosed Statement

(b) to (d) The schemes are constantly reviewed and evaluated at National, State and Zonal levels and taken up during meetings with States and during Zonal and National Rabi/Kharif season Conferences to identify the deficiencies in the implementation of the schemes. The deficiencies so identified are taken up with the State Governments concerned for remedial measures, viz modification of the schemes and/or its guidelines, for effective implementation.

**Statement***Brief Details of Missions/Schemes***I. Missions**

1. National Food Security Mission (NFSM)  
NFSM aims to increase the production of rice, wheat, pulses and Coarse Cereals

through area expansion and productivity enhancement; restoring soil fertility and productivity; creating employment opportunities; and enhancing farm level economy. The basic strategy of the Mission is to promote and extend improved technologies, *i.e.*, seed, micronutrients, soil amendments, integrated pest management, farm machinery and resource conservation technologies along with capacity building of farmers.

## 2. National Mission on Sustainable Agriculture (NMSA)

NMSA has been formulated to make agriculture more productive, sustainable, remunerative and climate resilient by promoting location specific integrated/Composite Farming Systems; conserve natural resources through appropriate soil and moisture conservation measures; adopt comprehensive soil health management practices; optimize utilization of water resources through efficient water management to expand coverage for achieving 'more crop per drop; develop capacity of farmers & stakeholders, in conjunction with other on-going Missions and pilot models in select blocks for improving productivity of rainfed farming by mainstreaming rainfed technologies.

## 3. National Mission on Oil seeds and Oil Palm (NMOOP)

The Mission aims to expand area under oilseeds, harness the potential in the area/districts of low productivity, strengthening inputs delivery mechanism, strengthening of post harvest services besides a focus on tribal areas for tree bourn oilseeds.

## 4. National Mission on Agricultural Extension &amp; Technology (NMAET)

The Mission has four components viz : Sub Mission on Agriculture Extension, (SMAE) Sub Mission on Seed and Planting Material (SMSP), (iii) Sub Mission on Agricultural

Mechanization (SMAM) and (iv) Sub Mission on Plant Protection and Plant Quarantine (SMPP). The Mission aims to disseminate information and knowledge to the farming community in local language/ dialect in respect of agricultural schemes.

5. Mission of Integrated Development of Horticulture (MIDH)

The Missions aims to promote holistic growth of horticulture sector, including bamboo and coconut through area based regionally differentiated strategies, which includes research, technology promotion, extension, post harvest management, processing and marketing, in consonance with comparative advantage of each State/region and its diverse agro-climatic features; encourage aggregation of farmers into farmer groups like FIGs/FPOs and FPCs to bring economy of scale and scope; enhance horticulture production, augment farmers, income and strengthen nutritional security and improve productivity by way of quality germplasm, planting material and water use efficiency through Micro Irrigation.

## II. Central Sector Schemes

1. National Crop Insurance Scheme (NCIP)

The Scheme aims to provide insurance coverage and financial support to the farmers in the event of crops failure as a result of natural calamities, pests and diseases as also to encourage farmers to adopt progressive farming practices, high value inputs and higher technology in agriculture.

2. Integrated Scheme on Agriculture Cooperation (ISAC)

The objective of the scheme is to provide financial assistance for the activities of cooperatives like agro-processing, marketing of food grains, input supply, development of weaker section

cooperatives, computerization of co-operatives etc. as also to develop cooperative awareness amongst the people and to cater to the education and training requirements of cooperative personnel and State Government officials.

3. Integrated Scheme on Agriculture Marketing (ISAM)

The Scheme aims to to promote creation of agricultural marketing infrastructure by providing backend subsidy support to State, cooperative and private sector investments; to promote creation of scientific storage capacity and to promote pledge financing to increase farmers' income; to promote Integrated Value Chains (confined up to the stage of primary processing only) to provide vertical integration of farmers with primary processors; to use ICT as a vehicle of extension to sensitize and orient farmers to respond to new challenges in agricultural marketing; to establish a nation-wide information network system for speedy collection and dissemination of market information and data on arrivals and prices for its efficient and timely utilization by farmers and other stake holders; to support framing of grade standards and quality certification of agricultural commodities to help farmers get better and remunerative prices for their graded produce; to catalyze private investment in setting up of agribusiness projects and there by provide assured market to producers and strengthen backward linkages of agri-business projects with producers and their groups; and to undertake and promote training, research, education, extension and consultancy in the agri marketing sector.

4. Integrated Scheme on Agriculture Census, Economics and Statistics (ISACE&S)

The Scheme aims to collect/ compile data of operational holdings in the country to

provide aggregates for basic Agricultural Characteristics for use as the benchmark for inter-census estimates.

5. Secretariat Economic Service (SES)

The Scheme aims to provide support and services to the employees/ officers of the Department of Agriculture & Cooperation including a provision of office equipments, furniture, office accommodation, renovation of rooms, transport services, newspaper, Magazines, Publicity and Advertisement expenditure, etc.

**III. State Plan Scheme**

Rashtriya Krishi Vikas Yojana (RKVY)

The Scheme aims to incentivize the States to increase investment in Agriculture and allied sectors to achieved 4% growth in agriculture sector. The scheme is available for any agriculture activity that can increase production growth in the agriculture and allied sectors.

[English]

**Traffic Accidents**

715. PROF. SAUGATA ROY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of VVIPs/VIPs injured/died in traffic accidents during each of the last two years and the current year in the NCT of Delhi;

(b) whether the Government has conducted any enquiry in this regard;

(c) if so, the details and outcome thereof along with the action taken against the guilty; and

(d) the corrective steps taken by the Government to reduce traffic accidents in the NCT of Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (c) During last two years and the current year only one case of accident of WIP/VIP vide FIR No. 64/14 dated 03.06.2014 u/s 279/304-A IPC was registered at PS Tuglak Road in which Late Shri Gopi Nath Munde, former Union Minister

for Rural Development, had expired. The investigation of the case has been transferred to CBI.

(d) Following steps have been taken by the Government to reduce traffic accidents in NCT of Delhi:-

(i) Transport Department of NCT of Delhi had constituted District Road Safety Committees in each revenue district under the chairmanship of Dy. Commissioner/ District Magistrate of the District to look into the following issues:-

1. Identification of black spots,
2. Deployment of ambulances in the district,
3. Development of trauma care and blood facility in the district,
4. Enforcement of Traffic regulations,
5. Campaign of spread awareness,
6. Creation of wayside amenities,
7. Functioning of the District Transport Office.
8. Any other matter relating to road safety.

(ii) Enforcement branch, Transport Department has imposed a number of challans for over-loading, rash & negligent driving, lack of vehicular fitness, non-wearing of seat-belts.

(iii) In addition of this Delhi Police have also taken following steps to reduce the road accidents in NCT of Delhi:-

- i. Increased presence of Traffic Police Personnel in accident prone areas.
- ii. Suspension of permits of commercial vehicles found involved in fatal road accident case.
- iii. Installation of traffic signals/blinkers in accident-prone areas.
- iv. Mobile patrolling and group checking of Traffic Police Personnel at vulnerable accident locations.
- v. Special night checking drives undertaken for drunken driving, rash driving etc.
- vi. Distribution of Road Safety Literature among various categories of road users.

- vii. Regular training programs for drivers of commercial vehicles by Road Safety Cell of Delhi Traffic Police.
- viii. Concerted action against drunken driving, reckless driving, red light jumping, over speeding.

[Translation]

#### Security to VIPs

716. SHRI HARISHCHANDRA CHAVAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the criteria adopted by the Government to provide security cover to Very Important Persons (VIPs) in the country;

(b) the total number of such persons provided security cover and the expenditure incurred thereon during each of the last three years and the current year, State/ UT-wise;

(c) whether the Government proposes to review, withdraw or downsize the security cover provided to such persons; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (d) Apart from security cover to individuals by virtue of the posts held by them viz. the President, Vice-President, Prime Minister, Union Ministers, Chief Justice/Judges of the Supreme Court and High Courts, Speakers of the Lok Sabha and their counter-parts in the State Government set-up and some senior Government functionaries dealing with sensitive subjects having a bearing on national security, security cover is also provided to an individual on the basis of comprehensive assessment of threat carried out by the security agencies.

Since 'Law and Order' is State subject under the Constitution, the responsibility for providing security to an individual who is ordinarily resident in or happens to be under the jurisdiction of a State Government, lies primarily with the State Governments concerned. State Government have their own mechanism for assessing threat, providing security and reviewing security.

The Central Government too provides security cover on the basis of assessment of threat to some individuals. The security provided is subject to periodic review, based on which security is continued/withdrawn/downgraded/upgraded. Thus the number of protectees in the Central List varies from time to time. However, as on date, there are 270 threat-based protectees in the Central List. Details of protectees of the State Governments are not available with the Ministry of Home Affairs.

As regards expenditure on security, the same is difficult to determine precisely as it would include salary and allowances to security personnel, communication, transport vehicles etc. which are accounted for under respective budget heads of different security agencies, including State Government agencies, involved in providing security cover.

[English]

#### Leakages in PDS

717. SHRI DUSHYANT CHAUTALA:

SHRI P. KARUNAKARAN:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether cases of leakages/diversion/irregularities have been reported in the Public Distribution System (PDS)/Targeted Public Distribution System (TPDS) and if so, the details thereof;

(b) whether the Government proposes to install the Global Positioning System (GPS) on the vehicles carrying PDS commodities in order to curb leakage and diversion of foodgrains;

(c) if so, the details there of and the assistance provided to the States for the purpose, State/UT-wise;

(d) whether the Government proposes to replicate the PDS model of the States like Tamil Nadu and Kerala and if so, the details thereof; and

(e) the other initiatives taken or being taken by the Government to streamline and bring transparency in PDS system?

THE MINISTER OF STATE IN THE MINISTRY OF FOR CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) Yes, Madam. There have been complaints about

irregularities in the functioning of Targeted Public Distribution System (TPDS) in some States/regions in the country. As and when complaints are received by the Government from individuals and organizations as well as through press reports, these are referred to the State Governments/UT Administrations concerned for inquiry and appropriate action. The total number of complaints received during the last three years is as below:

Year	No. of complaints
2011	144
2012	171
2013	282

(b) and (c) No, Madam. There is no proposal to install Global Positioning System (GPS) on vehicles carrying TPDS commodities. However, under a pilot project, financial assistance of Rs. 11.66 lakh, Rs. 140.62 lakh and Rs. 4.13 lakh were released to the State Governments of Tamil Nadu, Chhattisgarh and NCT of Delhi respectively during the 11th Five Year Plan.

(d) No, Madam.

(e) Strengthening and streamlining of TPDS is a continuous process. To improve functioning of TPDS and bringing transparency in the system, Government has been regularly issuing advisories and holding conferences wherein State/UT Governments are requested for continuous review of lists of BPL and AAY families, improving the offtake of allocated foodgrains, ensuring timely availability of foodgrains at FPSs, greater transparency in functioning of TPDS, improved monitoring and vigilance at various levels, adoption of revised Model Citizen's Charter, use of Information and Communication Technology (ICT) tools, improving the viability of FPS operations, etc.

[Translation]

### **Sports Complexes**

718. SHRIMATI JAYSHREEBEN PATEL: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) the total number of sports complexes constructed under the National Youth Policy in the country, location and State/ UT-wise;

(b) the details of sports complexes proposed/approved for construction in the country under the said policy;

(c) whether the Government proposes to set up 'Sports University' under the National Youth Policy; and

(d) if so, the details thereof?

THE MINISTER OF STATE (OF THE MINISTRY OF) SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) and (b) No sports complexes are being constructed under the National Youth Policy as the same is not a scheme. However, under the Rajiv Gandhi Khel Abhiyan (RGKA) Scheme, it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines. Details of the RGKA Scheme is placed at the enclosed Statement. The Scheme has become operational w.e.f. 01.04.2014 and approval for construction of sports complexes under the Scheme based on proposals received from States/UTs is yet to be accorded.

(c) and (d) No 'Sports University' is being constructed under the National Youth Policy as the same is not a scheme. However, the central government has allocated an amount of Rs. 100.00 Crores for setting up of a sports university in the North East Region in 2014-15 Budget. Modalities for the same are being worked out.

### **Statement**

#### *Details of the RGKA Scheme*

Under the RGKA scheme, it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines, on land measuring about six - seven acres at a cost of Rs. 80 lakh each (Total Rs. 1.60 crore). There is also provision of Rs. 15 lakh for sports equipment to be provided by Ministry of Youth Affairs and Sports. It is proposed to have sporting facilities for both indoor and outdoor disciplines.

All the 6545 blocks in 634 districts will be covered in a phased manner over a period of 5 years. Funds for construction of the block level sports complex will be converged from different schemes such as Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA); Backward Regions Grant Fund (BRGF);



Non Lapsable Central Pool of Resources (NLCPR - Central); Additional Central Assistance (ACA) for the Left Wing Extremism (LWE) affected districts, of the Ministries of Rural Development, Panchayati Raj, Development of North Eastern Region (DONER) and Planning Commission respectively with RGKA.

Three Sports Trainers (one Master Sports Trainer and two Sports Trainers, out of serving Physical Education Teachers) will be engaged in each block level sports complex for training of sports persons. They will be given suitable honorarium in addition to their normal salaries received from respective school/college.

Annual Sports competitions viz., Rural Sports Competitions, Women Sports Competitions, North-East Games and Special Area Games (for LWE affected regions) shall be held under RGKA upto the National level. The grants for holding the above competitions have also been enhanced.

#### **Institutional Mechanism Under AMASR Act**

719. SHRI RAJU SHETTY: Will the Minister of CULTURE be pleased to state:

(a) whether any Institutional mechanism /authority has been provided under the Ancient Monuments and Archaeological Sites and Remains (Amendment and Validation) (AMASR) Act, 2010;

(b) if so, the details thereof along with the Power and functions of such authority;

(c) the criteria followed in carrying out construction activities near protected monuments;

(d) whether the Government proposes to delegate power of such authority to the functionaries at district/block level in view of the difficulties faced by the people; and

(e) if so, the details thereof and the remedial measures proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) and (b) Yes Madam, National Monuments Authority (NMA) has been constituted under Section 20F

of The Ancient Monuments and Archaeological Sites and Remains (Amendment and Validation) Act, 2010.

The Power and functions of NMA as mandated in the amended Act, are as under:-

- (a) make recommendations to the Central Government for grading and classifying protected monuments and protected areas declared as of national importance under sections 3 and 4, before the commencement of the Ancient Monuments and Archaeological Sites and Remains (Amendment and Validation) Act, 2010;
- (b) make recommendations to the Central Government for grading and classifying protected monuments and protected areas which may be declared after the commencement of the Ancient Monuments and Archaeological Sites and Remains (Amendment and Validation) Act, 2010, as of national importance under section 4;
- (c) oversee the working of the competent authorities;
- (d) to suggest measures for implementation of the provisions of this Act;
- (e) to consider the impact of large-scale developmental projects, including public projects and projects essential to the public which may be proposed in the regulated areas and make recommendations in respect thereof to the competent authority;
- (f) to make recommendations to the competent authority for grant of permission.

(c) As per the provision made in the amendment Act, no construction or reconstruction is permitted in the prohibited area (an area up to a distance of 100 meters in all directions from the nearest protected limit of nearby protected monument or protected area declared as of national importance), but repair or renovation are considered in the prohibited area. In the regulated area (an area up to a distance of 200 meters in all directions from the prohibited area of any protected monument and protected area declared as of national importance), repair / renovation / construction / reconstruction are being considered.

(d) and (e) There is no such provision in the Act to delegate powers of the Authority to the functionaries at

district / block level. However, 32 Competent Authorities notified by the Government, located at different places in the country, have been entrusted with the work of receiving of applications from the property owners, who intend to construct / reconstruct / repair / renovate their properties located in the prohibited / regulated area of any nearby protected monument and protected area declared as of national importance. The Competent Authorities after getting the field report and with his recommendation in the prescribed Form, forward the applications to the NMA for their consideration. In addition, Competent Authorities have also been delegated powers to dispose off NOC applications for repair and renovation.

[English]

#### MSP of Copra

720. MOHAMMED FAIZAL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposes to increase the minimum support price of coconut (copra) to provide benefits to the copra farmers; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) and (b) Madam, there is no proposal to increase the Minimum Support Price (MSP) of coconut (copra).

#### Condition of Sports

721. SHRI PRATAP SIMHA:

KUMARI SHOBHA KARANDLAJE:

Will the Minister of SKILL DEVELOPMENT, ENTERPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government has taken note of the poor state of sports in schools and colleges across the country;

(b) if so, the details thereof and the steps taken to provide better sports facilities in schools and colleges;

(c) whether the Government has taken steps or is planning to integrate sports with academics in the school curriculum; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTERPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) and (b) Primary responsibility for promotion and development of sports including in schools and colleges is that of States, as 'Sports' is a State subject. However, the Ministry of Youth Affairs & Sports and the Sports Authority of India (SAI) supplement the efforts of the States through its various schemes.

Under the Scheme of Panchayat Yuva Krida Aur Khel Abhiyan (PYKKA) of this Ministry which has now been revised as Rajiv Gandhi Khel Abhiyan (RGKA), a one time capital grant of Rs. 1.00 lac was admissible to the States/Uts for development of playfields at Village Panchayat level and Rs. 5.00 Lacs to develop playfields at Block Panchayat level. Under this scheme, 65943 Village Panchayats and 1988 block panchayats had been covered upto 2013-2014. Most of the playfields under PYKKA have been developed In Schools.

Under the Scheme of Sports and Games for persons with disabilities, grants are provided for engagements of t coaches on contract basis @ Rs. 10,000/- per month and procurement of sports equipments upto 75,000/- per annum to identified schools.

Under SAP National Sports Talent Contest Scheme (NSTC) and Extension Centres of STC/ SAG Centres, facilities for coaching and equipments are provided to trainees in selected Schools/Colleges.

(c) and (d) The Right of Children to Free and Compulsory Education (RTE) Act, 2009, has been enacted, making elementary education a Fundamental Right, which, *inter alia*, provides for

- (i) a play ground for each school;
- (ii) A part time instructor for physical education in upper primary school
- (iii) Supply of play material, games and sports equipment, as required, to schools.

In terms of the provisions of the RTE Act, no school shall be established or recognized unless it fulfills the norms specified in the Schedule attached to the Act.

Further, Central Board of Secondary Education (CBSE) has made it mandatory for all schools affiliated to it to provide one compulsory period for sports upto 10th class and two periods in a week for classes 11 and 12.

#### **Forensic Science Laboratories**

722. SHRI JOSE K. MANI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal to set up Forensic Science Laboratories and brain mapping units in Kerala for helping investigating agencies in the country;

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

(c) the time by which such laboratories/units are likely to be set up in Kerala;

(d) whether the Government has constituted any expert/medical committee to monitor the functioning of such laboratories and brain mapping process in the country; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (c) There is no proposal with the Government to set up a Central Forensic Laboratory and brain mapping units in the State of Kerala. Government of India has set up seven Central Forensic Science Laboratories (CFSLs) for helping investigating agencies in the country. Functional units are located at Hyderabad, Chandigarh, Kolkata, Pune, Bhopal, Guwahati and Delhi. However, no brain mapping facility is available in these CFSLs.

(d) and (e) The Directorate of Forensic Science Services under Ministry of Home Affairs is the nodal agency to monitor the functioning of these Central Forensic Science Laboratories.

#### **Milk Procurement System**

723. SHRI NISHIKANT DUBEY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government is promoting village based milk procurement system and milk co-operatives to provide remunerative prices to farmers in the country;

(b) if so, the details thereof; and

(c) the manner by which these systems are beneficial to the farmers?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) Yes, Madam.

(b) This Department is implementing the following schemes for promoting village based milk procurement system and milk co-operatives in the country;

- i. National Dairy Plan Phase-I
- ii. National Programme for Bovine Breeding and Dairy Development

Under these schemes assistance is provided for establishment and strengthening of dairy cooperatives and also purchase of equipments for collection, testing and cooling of milk and for training of farmers.

(c) These systems provide rural milk producers a greater access to organized milk market round the year and help farmers to earn remunerative prices.

#### **Pomegranate Growers**

724. SHRI B. SRIRAMULU: Will the Minister of AGRICULTURE be pleased to state:

(a) whether it is a fact that the pomegranate growers are suffering huge losses as the crop failed due to the vagaries of nature in various States in the country including Karnataka;

(b) if so, the details thereof;

(c) whether the Government is aware that the number of affected pomegranate growers is on rise every year;

(d) if so, the number of affected growers in the country including Karnataka during each of the last three years and the current year; and

(e) the financial and other assistance provided by the Government to pomegranate growers during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE

MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) to (e) As per information received from the states of Karnataka and Maharashtra, pomegranate crop was affected by vagaries of nature, including drought, hailstorms and heavy rains.

Details of area under pomegranate crop affected, including number of farmers affected during the last three years and the current year in Karnataka is as follows:

Year	Area Affected (in ha.)	No. of farmers affected
2011-12	749.00	2036
2012-13	7925.00	14340
2013-14	1311.93	3450
2014-15	15.63	10

Details of area affected and assistance provided to farmers in Maharashtra, by State Government and Government of India is as given below:

Year	Area Affected (in ha.)	Financial assistance (in crore)
2011-12	27570.00	20.05
2012-13	81303.00	121.95*
2013-14	60745.00	151.86 (Estimated)

\*included in the Special package provided to Maharashtra for rejuvenation of fruit crops, including pomegranate.

The National Horticulture Mission (NHM) has been subsumed under the Mission for Integrated Development of Horticulture (MIDH), which is being implemented in all States/UTs of the country, w.e.f 01.04.2014. Assistance is provided under MIDH for production and productivity improvement of fruit crops, including pomegranate. An outlay of Rs. 147.00 crores has been earmarked for Karnataka under MIDH, during 2014-15.

A special package to address Bacterial Blight Disease (BBD) in pomegranate for Rs. 28.19 crore, was sanctioned in 2006-07, for adoption of Good Management Practices, for a three year period. During 2013-14, state share of Good Management Practices

package for pomegranate farmers to combat bacterial blight disease in Karnataka was Rs. 1295.76 lakh and covered an area of 10,336 ha.

As per information received from Karnataka, the state has released an amount of Rs. 322.28 crores during 2012-13 as input subsidy under National Drought Relief Fund / State Drought Relief Fund for both agriculture and horticulture crops. During 2014-15 an amount of Rs 326.50 crores compensation was released as input subsidy under NDRF / SDRF for both agriculture and horticulture crops, affected due to hailstorms.

#### **Tourism Development Projects**

725. SHRI B.V. NAIK: Will the Minister of TOURISM be pleased to state:

(a) the details of projects sanctioned for development of tourism in the country and the funds provided thereunder by the Government during each of the last three years and the current year, State/UT-wise including Karnataka;

(b) whether the State Government of Karnataka has sought any additional amount for the said purpose; and

(c) if so, the details thereof and the response of the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) to (c) The Ministry of Tourism (MOT) provides Central Financial Assistance (CFA) to various State Governments/Union Territory Administrations for the development of various tourism projects prioritized in consultation with them subject to availability of funds, inter-se priority and adherence to the scheme guidelines.

A Statement containing State/UT wise the number of projects and amount sanctioned during the last three years and current year including the State of Karnataka is enclosed.

The Ministry of Tourism has not received any additional proposal for funds from the State of Karnataka.

**Statement***Number of Projects\* and Amount Sanctioned\* During the 2011-12, 2012-13, 2013-14 and 2014-15 (till 30th June, 2014)*

(Rs. In Crore)

S. No.	State	2011-12		2012-13		2013-14		2014-15	
		No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	12	50.77	10	104.97	25	181.79	0	0
2.	Arunachal Pradesh	11	30.68	17	66.33	11	74.74	0	0
3.	Andaman and Nicobar	0	0.00	0	0.00	0	0.00	0	0
4.	Assam	5	11.08	0	0.00	0	0.00	0	0
5.	Bihar	0	0.00	0	0.00	14	111.10	0	0
6.	Chandigarh	2	0.25	0	0.00	0	0.00	0	0
7.	Chhattisgarh	1	0.35	0	0.00	0	0.00	0	0
8.	Dadra and Nagar Haveli	0	0.00	0	0.00	0	0.00	0	0
9.	Daman and Diu	0	0.00	0	0.00	0	0.00	0	0
10.	Delhi	4	2.72	1	24.37	2	57.69	0	0
11.	Goa	1	4.98	2	0.50	0	0.00	0	0
12.	Gujarat	3	51.75	1	4.87	0	0.00	1	8.79
13.	Haryana	6	0.80	0	0.00	8	14.87	0	0
14.	Himachal Pradesh	5	0.47	5	29.80	1	33.71	0	0
15.	Jammu and Kashmir	33	171.23	27	112.86	45	85.47	0	0
16.	Jharkhand	6	48.15	2	48.86	1	5.00	0	0
17.	Kerala	7	23.76	6	78.26	10	46.68	0	0
18.	Karnataka	6	21.95	0	0.00	8	32.29	1	50.00
19.	Lakshadweep	0	0.00	0	0.00	0	0.00	0	0
20.	Maharashtra	8	82.76	6	79.64	6	67.95	0	0
21.	Manipur	5	30.73	1	0.50	11	214.38	0	0
22.	Meghalaya	3	0.50	2	0.68	1	0.47	0	0
23.	Mizoram	7	13.91	4	1.12	10	47.11	0	0
24.	Madhya Pradesh	8	40.43	16	206.50	9	100.21	0	0
25.	Nagaland	19	65.45	17	47.60	9	52.22	0	0
26.	Odisha	6	11.95	2	0.61	12	65.43	0	0

1	2	3	4	5	6	7	8	9	10
27.	Puducherry	4	0.30	0	0.00	1	48.48	0	0
28.	Punjab	2	4.39	0	0.00	2	10.39	0	0
29.	Rajasthan	3	14.50	0	0.00	10	51.75	0	0
30.	Sikkim	8	25.15	4	20.75	11	104.35	0	0
31.	Tamil Nadu	6	20.75	2	20.42	0	0.00	0	0
32.	Tripura	6	15.44	0	0.00	0	0.00	0	0
33.	Uttar Pradesh	11	51.00	7	21.29	24	130.13	0	0
34.	Uttarakhand	14	102.66	2	12.97	30	265.33	0	0
35.	West Bengal	11	28.80	2	46.94	0	0.00	0	0
GRAND TOTAL		223	927.66	136	929.84	261	1801.54	2.00	58.79

\*Includes Projects relating to Product/Infrastructure Development for Destinations and Circuits (PIDDC), Human Resource Development (HRD), Fairs and Festivals and Rural Tourism (RT)

#### **Adulterated Pesticides**

726. SHRI SHRIRANG APPA BARNE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether it is a fact that spurious and adulterated pesticides are easily available in the market across the country;

(b) if so, whether the Government has any monitoring system to check on such pesticides manufacture and sale across the country;

(c) if so, the action taken by the Government on such pesticides manufacturer;

(d) whether the Government has received request from various State Governments to bring certain amendments in Pesticides and Insecticides Act, Fertilizer Control Order and National Seed Act; and

(e) if so, the response of the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) No, Madam.

(b) Central and State Governments have notified 168 and 10,757 numbers of Insecticides Inspectors respectively under the Insecticides Act, 1968 to monitor and prevent manufacture and sale of spurious and

misbranded pesticides. Similarly Central and State Governments have notified Insecticides Analysts under the Act for chemical analysis of pesticides samples collected by Insecticides Inspectors. The Central Government has established a Central Insecticides Laboratory at Faridabad and two Regional Pesticides Testing Laboratories at Chandigarh and Kanpur. 68 State Pesticides Testing Laboratories have been established by State Governments for quality testing of pesticides.

(c) As per available information, prosecution has been launched in 472 cases against manufacture/ sale of spurious/ misbranded pesticides during 2013-14.

(d) and (e) Department of Agriculture and Cooperation has introduced Seeds Bill in December, 2004 and Pesticides Management Bill in 2008 in Rajya Sabha.

#### **Tourists Inflow in South India**

727. SHRI R. DHROVANARAYANA: Will the Minister of TOURISM be pleased to state:

(a) whether there has been a rise in the number of domestic and foreign tourist arrivals in South India;

(b) if so, the number of domestic and foreign tourists who visited different tourist spots in South India and the revenue earned therefrom during each of the last three years and the current year, State/UT-wise including Karnataka; and

(c) the other steps taken by the Government to increase inflow of domestic as well as foreign tourists in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) and (b) Yes, Madam.

The number of Domestic Tourist Visits (DTV) and Foreign Tourist Visits (FTV) to South Indian States/Union Territories (UTs) during 2011, 2012 and

2013 are given in the enclosed Statement-I. This information is not available for 2014.

Ministry of Tourism does not compile State/UT- wise Foreign Exchange Earnings (FEEs) through tourism separately. However, FEEs through tourism in India during 2011, 2012 and 2013 were Rs. 77,591 Crore, Rs. 94,487 Crore and Rs. 1,07,671 Crore, respectively.

(c) The action taken by the Government to boost tourism in the country are given in the enclosed Statement-II.

### **Statement – I**

#### *The Number of Domestic Tourist Visits (DTV) and Foreign Tourist Visits (FTV) to South Indian States/Union Territories (UTs) During 2011, 2012 and 2013*

S. No.	State/ UT	2011		2012		2013	
		DTV	FTV	DTV	FTV	DTV	FTV
1.	Andaman and Nicobar Islands	2,02,221	15,814	2,38,699	17,538	2,43,703	14,742
2.	Andhra Pradesh	15,31,19,816	2,64,563	20,72,17,952	2,92,822	15,21,02,150	2,23,518
3.	Karnataka	8,41,07,390	5,74,005	9,40,52,729	5,95,359	9,80,10,140	6,36,378
4.	Kerala	93,81,455	7,32,985	1,00,76,854	7,93,696	1,08,57,811	8,58,143
5.	Lakshadweep	9,424	567	4,417	580	4,784	371
6.	Puducherry	8,97,896	52,298	9,81,714	52,931	10,00,277	42,624
7.	Tamil Nadu	13,75,12,991	33,73,870	18,41,36,840	35,61,740	24,42,32,487	39,90,490
Total		38,52,31,193	50,14,102	49,67,09,205	53,14,666	50,64,51,352	57,66,266

### **Statement – II**

#### *Steps Taken By The Government To Boost Tourism In The Country*

#### **1. Visa:**

(a) The Government announced Tourist Visa-on-Arrival in 2010. At present, it provides Tourist Visa on Arrival facility (TVoA) to the nationals of 12 countries namely Finland, Japan, Luxembourg, New Zealand, Singapore, Cambodia, Indonesia, Vietnam, Philippines, Laos, Myanmar and South Korea. South Korea was added to this list on 15.04.2014.

(b) The facility of TVoA was initially available at the international airport of Delhi, Mumbai, Chennai and Kolkata. However, with effect from 15 August, 2013 this facility has been extended through Hyderabad, Bengaluru, Kochi and Thiruvananthapuram.

(c) The restriction of two-month gap on re-entry of foreign nationals coming to India on Tourist Visa and Tourist Visa on Arrival has been lifted.

(d) Ministry of Tourism organised a two day training program covering 450 officials of Bureau of Immigration handling Tourist Visa on arrival at Kochi, Chennai, Goa,

Mumbai, Kolkata, Bengaluru and Hyderabad Airports.

- (e) Tourist Visa on Arrival fee payment can now be made by credit cards. Earlier it was only to be paid in rupees.

## 2. **Low Cost Airlines:**

The Ministry of Tourism regularly interacts with the Ministry of Civil Aviation in matters pertaining to air connectivity to the tourist destinations and development and upgradation of airports. Government has identified development of low cost airports in the Tier II and Tier III cities as one of the thrust areas.

## 3. **Safety of Women Tourists:**

The measures taken by the Ministry of Tourism towards safety and security of domestic and foreign tourists including women travelers are:

- (a) Grant of Central Financial Assistance to Governments of Rajasthan, Uttar Pradesh and Andhra Pradesh for setting up of Tourist Facilitation and Security Organisation (TFSO) on a pilot basis.
- (b) Adoption of code of conduct for Safe and Honourable Tourism which contains a set of guidelines to encourage tourism activities to be undertaken with respect to basic rights like dignity, safety and freedom from exploitation of both tourists and local residents, in particular women and children.
- (c) Letters have been written to all the Chief Ministers of the State Governments and Administrators of Union Territory Administrations to take immediate effective steps for ensuring conducive and friendly environment for all tourists and also request them to publicize the steps being taken/proposed to be taken to increase the sense of security amongst the present/prospective visitors and also to counter the negative publicity.
- (d) In the wake of some unfortunate incidents involving foreign tourists, Ministry of

Tourism has posted an advisory on its website [www.incredibleindia.org](http://www.incredibleindia.org).

- (e) Safety and Security of Tourists was discussed in the National Conference of State Tourism Ministers held on 18th July, 2013.

## 4. **Cleanliness and Hygiene:**

To tackle the problem of hygiene and cleanliness at tourist destinations, the Ministry of Tourism has taken the initiative of launching the Campaign Clean India with a vision to ensure an acceptable level of cleanliness and hygiene practices at tourist destinations. This campaign is to be sustained through adoption and involvement of private and public sector stakeholders as a part of their Corporate Social Responsibility (CSR).

## 5. **Highway Facilities en route to tourist places:**

Development of tourism infrastructure including wayside amenities is primarily undertaken by State Governments/Union Territory Administrations. Ministry of Tourism, however, provides financial assistance based on the proposals received from them subject to availability of funds and inter-se priority. The Ministry of Tourism accords high priority to the sanctioning of wayside amenities to the states/UTs during the prioritization of tourism infrastructure projects.

## 6. **Trained Language Speaking Guides:**

Selection and Training of Regional Level Tourist Guides including linguist guides is an ongoing process and the Ministry conducts the training programmes through the Indian Institute of Tourism & Travel Management (IITTM) periodically based on the demand of guides and foreign tourist arrivals from a particular country to the respective region

## 7. **Rationalisation of Taxes:**

- (a) The Ministry of Tourism in collaboration with the Ministry of Road Transport & Highways and the State Governments of NCT of Delhi, Rajasthan, Haryana and



Uttar Pradesh has made an arrangement whereby taxes would be collected centrally at each of the four starting nodes at Delhi, Gurgaon, Jaipur and Agra in such a way that the taxes thus collected are apportioned and the tourist coach/car would be allowed unhindered movement in the Golden Triangle.

- (b) Empowered Committee of officers on the 'Issue of National permit System' for tourist buses and goods vehicles (below 7.5 tons) has been constituted.
- (c) Five Year Tax Holiday for 2, 3 and 4 star category hotels located in all UNESCO declared World Heritage sites (except Mumbai and Delhi) for hotels operating w.e.f. 01.04.2008 to 31.03.2013.
- (d) Foreign Direct Investment (FDI) - Hotel and Tourism related industry declared as high priority industry and FDI up to 100% under the automatic route Enhancement of FAR in Delhi from 150 to 225 for hotels excluding Lutyens Zone.
- (e) An investment linked deduction Under Section 35 AD of the Income Tax Act had also been announced in the Union Budget 2010-2011 for establishing new hotels of 2 star category and above, all over India thus allowing 100% deduction in respect of the whole or any expenditure of capital nature excluding (land, goodwill and financial instruments) incurred during the year.
- (f) In a Notification dated October 7, 2013 the Ministry of Finance expended its "Harmonized Master List of Infrastructure Sub-Sectors" to include such hotels and Convention centres for benefit of Hospitality Industry. Hotels with a project cost of Rs. 200 crore and above each at any place in India and of any star rating, and Convention Centre with a project cost of more than Rs. 300 crores has been included in the Harmonized Master List of Infrastructure Sub-Sectors. This is

equivalent to granting infrastructure status to the hospitality industry.

[Translation]

#### **Inclusion in OBC List**

728. SHRI SUNIL KUMAR SINGH: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the National Commission for Backward Classes has recommended for inclusion of certain castes in the List of Other Backward Classes (OBCs);

(b) if so, the details thereof;

(c) whether the Government has any proposal to include certain other castes in the said List; and

(d) if so, the details of such castes along with the details of proposals received in this regard which are pending with the Government, so far?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) Yes.

(b) The NCBC right from its inception in 1993 has tendered advice for inclusion of 2404 entries of castes/communities in the Central List of OBCs.

(c) Inclusion of castes/communities in the Central List of OBCs is a continuous process. BC Bureau of this Ministry notifies castes/communities in the Central List of OBCs for different States/Union Territories on the basis of advice tendered by National Commission for Backward Classes under Section 9(1) & (2) of the NCBC Act, 1993 which reads as :

"9. (1) The Commission shall examine requests for inclusion of any class of citizens as a backward class in the lists and hear complaints of over-inclusion or under-inclusion of any backward classes in such lists and tender such advice to the Central Government as it deems appropriate.

(2) The advice of the Commission shall ordinarily be binding upon the Central Government."

(d); The advice of the NCBC has been received for inclusion of 6 (six) castes/communities in the Central List of OBCs for different States/Union Territories as detailed below:

S. No.	Name of State/UT	Proposed New Entries	Proposed Addition of Sub Castes/Communities or Synonyms of Castes in the Existing Entries	Total
1.	Jharkhand	5	1	6
	Total	5	1	6

[English]

### Welfare Schemes for Nomadic Tribes

729. SHRI NALIN KUMAR KATEEL: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the details of schemes being implemented for the welfare of nomadic tribes in the country, including Karnataka;

(b) the details of the funds sanctioned, released and utilised by the States thereunder during each of the last three years, scheme and State-wise;

(c) whether such welfare schemes are adequate to cover the nomadic, de-notified and semi-nomadic tribes in the country;

(d) if so, the details thereof; and

(e) whether the Government proposes to provide shelter and other benefits to the nomadic tribes and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) There is no separate scheme exclusively for nomadic tribes being run by the Ministry of Social Justice and Empowerment. However, under the Scheme of National Overseas Scholarship for Scheduled Caste students, four seats are reserved for Denotified, Nomadic and Semi-Nomadic Tribes. State Governments like Andhra Pradesh, Madhya Pradesh, Maharashtra, Rajasthan, Tamil Nadu and NCT Delhi have implemented certain schemes for the welfare of Denotified, Nomadic and Semi-Nomadic Tribes from the State funds. The Schemes run by the Government of Karnataka for the nomadic tribes through State funds are given in enclosed statement.

(b) Since there is no separate scheme exclusively for nomadic tribes run by the Ministry of Social Justice and Empowerment, no funds have been sanctioned to the States for the purpose. Under the Scheme of National Overseas Scholarship for Scheduled Caste students, for the seats reserved for Denotified, Nomadic and Semi-Nomadic Tribes no fund was released since none of this category candidate got selected during the last three years.

(c) Question does not arise.

(d) Question does not arise.

(e) A Commission has been constituted vide Resolution dated 12.02.2014 to suggest appropriate measures in respect of Denotified and Nomadic Tribes to be undertaken by the Central Government and State Governments.

### Statement

#### *Schemes Run by the Government of Karnataka for Nomadic Tribes through State funds*

1. Special incentives for Pre-matric students.
2. Matric Scholarship for Post-matric students.
3. Maintenance of Ashrama Schools
4. Admission to reputed Schools.
5. Programmes implemented through D. Devraj Urs Development Corporation:
  - (i) Ganga Kalyan (Irrigation Programme)
  - (ii) Self-employment Training and Subsidy
  - (iii) Land Ownership Programme.
  - (iv) Educational Loan Scheme

6. Housing Programme implemented through Rajiv Gandhi Rural Housing Corporation
7. Providing basic infrastructural facilities such as road, drinking water and community hall through District Administration.

[Translation]

**Farming of Fruits and Vegetables**

730. SHRI KIRTI AZAD:

SHRI M.B. RAJESH:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the farmers are gradually shifting towards farming of fruits, vegetables and oil seeds crops instead of foodgrains crops and if so, the details thereof;

(b) the details of cultivable land available in the country, State/UT-wise;

(c) whether the area under cultivation of foodgrains are decreasing due to acquisition of agricultural land for non-agriculture purposes;

(d) whether the fertility of soil has declined owing to use of several pesticides which check crop diseases and if so, the details thereof; and

(e) the corrective measures taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) The area under fruit farming increased from 67.05 lakh ha. in the year 2011-12 to 71.36 lakh ha. in the year 2013-14. Similarly, the area under vegetables increased from 89.89 lakh ha. in the year 2011-12 to 96.09 lakh ha. in the year 2013-14. The increasing trend in horticultural crops indicates that these crops are becoming more popular. However, there is no decline in the area under food grains except on account of rainfall situation in the country. The area under oilseeds varies from 260 to 275 lakh ha. As such there is no evidence to suggest the shift of area from food grains to fruits, vegetables and oil seeds.

(b) The latest figures available on cultivable land as well as land available for non-agricultural uses is given in the enclosed Statement.

(c) No, Madam.

(d) and (e) There is no information of pesticides depleting the fertility of soil. However, in order to improve the soil health, assistance is provided under National Mission for Oilseeds and Oil Palm (NMOOP) for micro nutrients, inter-cropping, soil ameliorates, vermicompost and Field Level Demonstrations on soil management.

**Statement**

*The Latest Figures Available on Cultivable Land as well as Land Available for Non-Agricultures*

(Thousand hectares)

States/UTs	Area put to non-agricultural uses			Agricultural Land/Cultivable land		
	2009-10	2010-11	2011-12	2009-10	2010-11	2011-12
1	2	3	4	5	6	7
Andhra Pradesh	2765	2872	2803	15921	15821	15894
Arunachal Pradesh	26	26	26	424	424	424
Assam	1218	1218	1212	3211	3211	3217
Bihar	1690	1700	1703	6601	6591	6588
Chhattisgarh	703	713	725	5570	5580	5557
Goa	37	37	37	197	197	197

1	2	3	4	5	6	7
Gujarat	1171	1171	1171	12661	12661	12661
Haryana	470	522	500	3730	3681	3698
Himachal Pradesh	349	349	349	817	817	817
Jammu and Kashmir	306	301	260	1058	1061	1063
Jharkhand	764	764	764	4288	4288	4288
Karnataka	1386	1430	1433	12891	12849	12850
Kerala	479	490	513	2303	2295	2274
Madhya Pradesh	2091	2089	2119	17298	17307	17284
Maharashtra	1443	1449	1451	21130	21121	21125
Manipur	26	26	26	240	355	372
Meghalaya	98	105	107	1052	1052	1056
Mizoram	87	87	87	415	414	389
Nagaland	87	87	93	671	673	686
Odisha	1230	1247	1234	6898	6866	6749
Punjab	503	508	447	4206	4202	4250
Rajasthan	1976	1889	1884	25569	25565	25555
Sikkim	11	11	11	98	98	98
Tamil Nadu	2176	2177	2181	8131	8132	8129
Tripura	141	141	141	277	277	277
Uttarakhand	216	218	218	1548	1547	1546
Uttar Pradesh	2801	2835	2893	19148	19126	19099
West Bengal	1799	1823	1794	5684	5666	5697
Andaman and Nicobar Island	7	7	7	28	28	28
Chandigarh	5	5	5	2	2	2
Dadra and Nagar Haveli	4	4	4	24	24	24
Daman and Diu	0	0	0	4	4	4
Delhi	76	76	76	53	53	53
Lakshadweep	1	1	1	2	2	2
Puducherry	18	19	18	30	30	30
All india	26157	26395	26294	182179	182018	181983

Note: '0' relates to the area below 500 hectares.

Source: Directorate of Economics & Statistics.

[English]

### Upgradation of National Register of Citizens

731. SHRI BADRUDDIN AJMAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has taken steps for updating National Register of Citizens (NRC) on the basis of Electoral Roll published in Assam upto 1971 as base document and if so, the details thereof;

(b) whether there are reports that preparation/updating of NRC in Assam is not being conducted through house to house enumeration;

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

(d) whether the Government has taken any measures to remove the shortcomings in updating the NRC; and

(e) if so, the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (e) Based on modalities received from the Government of Assam, the Citizenship (Registration of Citizens and Issue of National Identity Card) Rule 2003 were amended in November, 2009 and March, 2010 for preparation of National Register of Citizens by inviting applications from all the residents in Assam for updation of the old National Register of Citizens (NRC) 1951 in Assam based on relevant records. In order to undertake updating of NRC in all districts of Assam, Pilot Projects for updating of NRC in two blocks (one each in Kamrup and Barpeta districts) were started in June, 2010. Subsequently, Pilot Projects were stopped due to law and order problems. In July 2011, the Government of Assam had set up a Cabinet Sub-Committee to simplify the procedure for updating of NRC in Assam. The Government of Assam had submitted revised modalities for updation of National Register of Citizens 1951 (NRC) on 5th July, 2013. The revised modalities submitted by the State Government were examined by the Registrar General of India and approved by the competent authority for updation of NRC work. NRC 1951 will be updated by including the names of persons from the electoral rolls upto the midnight of

24th March, 1971 and their descendants. A Gazette Notification has already been issued for updating NRC 1951 in whole of Assam with effect from December 2013. As on date, a total amount of Rs. 140.58 crore has been released to the Government of Assam for this purpose. The updation of NRC work has been targeted to be completed within three years.

[Translation]

### Consumption of Fertilizers

732. SHRI DILIPKUMAR MANSUKHLAL GANDHI: Will the Minister of AGRICULTURE be pleased to state:

(a) the quantum of chemicals and fertilizers used for agricultural purposes in the country;

(b) the ratio of the use of indigenous and imported chemical fertilizers during each of the last three years and the current year; and

(c) the various steps taken by the Government to reduce the financial burden and encourage Indian system in agriculture?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) The quantum of chemical pesticides (Technical Grade) and chemical fertilizers during the year 2012-13, used for agricultural purposes is 0.456 lakh Tonnes and 489 lakh Tonnes respectively.

(b) The ratio of the use of indigenous and imported chemical fertilizers during each of the last three years and the current year is as under:

Year	Ratio of use of indigenous and imported Chemical Fertilizer
2011-12	1.56
2012-13	2.00
2013-14	2.59
2014-15 (upto June'14)	2.27

(c) Government is promoting Integrated Nutrient Management by soil test based judicious use of chemical fertilizers in conjunction with organic manures and bio-fertilizers through National Mission on Sustainable

Agriculture (NMSA). Government is also promoting the production of organic inputs including bio-fertilizers through various programmes such as National Mission on Sustainable Agriculture, Mission for Integrated Development of Horticulture, RKVY and ICAR network projects. Subsidy is also provided for setting up of Vegetable & Fruit Market waste compost units and Bio-fertilizers production units. Government has also, from time to time, issued advisories to the states to promote use of Farm Yard manure, Vermi-compost, Green Manure and Bio-fertilizers amongst the farmers.

Besides, general specifications of Organic manures, Potassium Mobilizing Biofertilizers (KMB), Zinc Solubilizing Biofertilizers (ZSB), Acetobacter and Phospho Rich Organic Manure (PROM) have also been included in Fertilizer (Control) Order 1985 to encourage the use of organic manures and bio-fertilizers.

Government is also promoting Integrated Pest Management, through training and demonstration in crops inter-alia techniques such as cultural, mechanical and biological control with greater emphasis on use of bio-pesticides and pesticides of plant origin like Neem formulation, under National Mission on Agricultural Extension and Technology.

[English]

#### **Foot and Mouth Disease**

733. SHRI ANTO ANTONY: Will the Minister of AGRICULTURE be pleased to state:

(a) Whether the Government has received any proposal from Kerala seeking financial assistance to compensate farmers who lost their cattle due to foot and mouth disease;

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

(c) whether the Government has received any representation from Kerala requesting to impose a loan repayment moratorium on animal husbandry in view of the aforesaid disease; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR.

SANJEEV BALYAN): (a) to (d) Department has not received any proposal from State Government of Kerala for seeking financial assistance to compensate farmers who lost their cattle due to foot and mouth disease including the proposal to impose a loan repayment moratorium on animal husbandry.

However, the Department was in receipt of a representation from Shri P.C. Chacko, the then Member of Parliament and Chairman, Committee of Privileges (Lok Sabha) through Ministry of Finance, Department of Economic Affairs requesting for special financial assistance for the State towards compensation and containment of FMD outbreak. Similar letter was also received from Prime Minister's Office enclosing a copy of letter from Shri P.C. Chacko. Department had replied that there was no scheme in the Department under which compensation is paid for death of animals due to diseases including Foot & Mouth Disease.

#### **Assistance for Conservation of Memorials and Museums**

734. SHRI RAVNEET SINGH: Will the Minister of CULTURE be pleased to state:

(a) the details of the financial assistance provided to the State Governments including Punjab for the conservation of memorials and setting up of new museums during each of the last three years and the current year, memorial/museum and State/UT-wise;

(b) whether the funds allocated/released for the purpose has been fully utilized;

(c) if so, the details thereof during the said period, State/UT-wise; and

(d) if not, the reasons therefor and the steps taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): No financial assistance has been provided to the State Governments including that of Punjab for conservation of memorials. However, financial assistance has been provided to Government of Punjab for setting up of new memorials in connection with commemoration of 150 years of First War of Independence, 1857 as per the details in the enclosed statement.

The details of financial assistance provided for setting up new museums to State Governments during the last three years and the current year are given in the enclosed Statement.

(b) No

(c) and (d) The construction work of the two memorials by Government of Punjab is still going on. The

matter is regularly taken up with the State Government for monitoring the progress of the work.

As per the terms and conditions of the release of grants for setting up museums, State Governments are required to submit Utilization Certificates within twelve months of the closure of the financial year of the release of the grants.

### **Statement**

#### *Asstsnce for Conservation of Memorids and Museum*

S. No.	Year	State	Name of Memorial/Museum	Amount Released (In Rs.)
1.	2011-2012	-	-	Nil
2.	2012-2013	Punjab	(i) Memorial of Shaheed Bhagat Singh, Khatkar Kalan	1.00 Crore
			(ii) Memorial of Smt. Vidya Watiji, mother of Shaheed Bhagat Singh, Moranwali, Hoshiarpur	1.00 Crore
3.	2013-2014	Punjab	Memorial of Shaheed Bhagat Singh, Khatkar Kalan	4.00 Crore
		Jammu and Kashmir	SPS Museum, Srinagar	3.00 Crore
		Madhya Pradesh	Local Archaeological Museum, Sironj, Vidisha	40.84 Lakhs
4.	2014-2015	Uttarakhand	Himalayan Museum, Rishikesh	3.95 Crore

#### *[Translation]*

#### **Intensive Dairy Development Programme**

735. SHRIMATI KAMLA PAATLE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has received any proposal from Chhattisgarh related to Intensive Dairy Development Programme; and

(b) if so, the details thereof along with the response of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR SANJEEV BALYAN): (a) Yes Madam.

(b) Department of Animal Husbandry, Dairying & Fisheries had approved four projects covering ten districts namely Central Baster, Raigarh, Ambikapur, Korea, Kawardha, Jashpur, Raipur, Rajnandgaon, Mahasamund & Dhamtari under 'Intensive Dairy Development Programme' (IDDP) in Chhattisgarh with total approved outlay of Rs. 3036.40 lakh. An amount of Rs. 1772.61 lakh has been released upto 31.03.2014, leaving unspent balance of Rs. 649.16 lakh with Implementing Agency. Out of the four, one project covering Central Bastar district of the State has been completed.

Intensive Dairy Development Programme (IDDP) alongwith other two dairy development scheme has now been merged in new Scheme 'National Programme for

Bovine Breeding and Dairy Development'(NPBBDD) since February,2014

### **Skill Development Programme**

736. SHRI P.P. CHAUDHARY: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the Government proposes to organize skill development programme for drivers under the employment through skli development scheme;

(b) if so, the number of training programmes organized so far across the country;

(c) whether proposals for organizing training programmes have been received from the State Government of Rajasthan; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) and (b) Ministry of Labour & Employment has operationalised Skill Development Initiative(SDI) Scheme since May 2007 with an objective to provide training and employment to school leavers, existing workers especially in informal sector to improve their employability. Training under the SDI scheme is provided by various Vocational Training Providers(VTPs) under Central Government, State Governments, Public and Private sector industrial establishments. Demand Driven 694 short term training courses in 68 sectors are operational out of which 188 course modules in 11 sectors have been revised and implemented. Under Automobile sector, the course module 'Driver cum Mechanic' of 600 hours duration and having qualification 8th standard and 14 years of age is eligible for undergoing training.

Ministry of Rural Development has informed that Skilling in all such trades including driving which provides for assured placement in jobs with regular salaries under the placement like Skills Development is allowed. An indicative list of trades covered so far is placed the enclosed Statement.

Four National Skill Development Corporation (NSDC) partners have conducted training for drivers so far. These are (i) B- ABLE- Driving (LCV), Driving Training (MPSTDC); (ii) DB- Tech- Driving (Pvt); (iii) PARFI-(Drivers); (iv) PRATHAM-Driving (LCV), Driving (HCV).

Ministry of Road Transport and Highways does not specifically have a Skill Development Scheme. However, it has a scheme for imparting two days' refresher training to Heavy Motor Vehicle (HMV) drivers of unorganized sector to improve road safety. During 2012-13 and 2013-14, 15,600 HMV drivers and 40,000 HMV drivers of unorganized sector were imparted two days' refresher training, respectively.

(c) No, Madam.

(d) Does not arise.

### **Statement**

#### *List of Trades Covered Under Aajeevika Skill Development Programme*

S. No.	Name of Trade
1.	Agriculture Management
2.	Diesel Mechanic
3.	Automobile Mechanic
4.	Banking & Accounting
5.	Micro-Finance Collection
6.	Construction
7.	Plumbing
8.	Masonry
9.	Site Assistant
10.	Etectrical-Wiring
11.	Electrical - Others
12.	Site Supervisor
13.	Surveyor
14.	Bar Bending & Steel Fixing
15.	Crusher Operator
16.	Farm Work Carpentry



S. No.	Name of Trade	S. No.	Name of Trade
17.	Painting and Decoration	48.	Fitter
18.	Cabinet Making	49.	Genset Repairing
19.	Architectural Assistance-Ship	50.	Welding
20.	General Work Supervisor	51.	White Goods Servicing
21.	Land Surveyor	52.	NGO Management
22.	Store Keeper	53.	Heavy Machinery Operator
23.	Electronics	54.	CNC operator/Machine Operator
24.	Hardware and Networking	55.	Sales & Marketing
25.	Mobile Repairing	56.	AC/Refrigeration Service
26.	IT -Hardware	57.	Multi Skilled Technician
27.	Facilities Management	58.	Mechanical Operation Attendant in Chemical Plant
28.	Security Guard	59.	Telecom
29.	Warehouse Management	60.	DTH Services
30.	Office Management	61.	Leather Goods
31.	House Keeping	62.	Shoe Upper
32.	Carpentry	63.	Stitcher
33.	Nursing-Patient Care	64.	Tailoring & Cutting
34.	Bed Side Patient Assistant	65.	Other Textile trade
35.	Health Care - Other Trades	66.	Hospitality
38.	Pharmaceutical	67.	Beautician
37.	BPO-Non Voice	68.	Diving
38.	ITES- DTP		
39.	IT Enabled Services		
40.	BPO & Call center		
41.	Tally & Book Keeping		
42.	Retail sales		
43.	Direct Selling		
44.	Rural Sales		
45.	Material Testing		
46.	Mechanical Supervisor		
47.	Lab Technician		

Source: nrhm.skills.in

[English]

#### Upgradation of Gandhi Ashram

737. SHRI NARANBHAI BHIKHABHAI KACHHADIA:  
Will the Minister of TOURISM be pleased to state:

(a) whether any proposal for development and upgradation of the Gandhi Ashram and its surrounding area at Ahmedabad is pending with the Government;

(b) if so, the reasons for the delay in clearing the proposal; and

(c) the time by which the Government is likely to sanction the said project?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) to (c) The development and promotion of various tourism destinations & products is primarily the responsibility of the respective State Government/Union Territory (UT) Administration. The Ministry of Tourism, however, provides Central Financial Assistance (CFA) to various State Governments & Union Territory Administrations for tourism projects prioritized in consultation with them for each financial year, subject to availability of funds, inter-se-priority and adherence to scheme guidelines.

No proposal for development and upgradation of Gandhi Ashram and its surrounding areas in Ahmedabad has been prioritized by the Ministry of Tourism for grant of CFA in the financial year 2014-15.

*[Translation]*

#### **Starvation**

738. SHRI HANSRAJ GANGARAM AHIR: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether as per the Global Hunger Index Report nearly 21 crore people in the country have become victim of starvation from the year 2011 to 2013;

(b) if so, the details thereof; and

(c) the remedial steps taken in this regard along with the success achieved therein?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) and (b) No Madam. The Global Hunger Index(GHI) Report brought out by the International Food Policy Research Institute (IFPRI) gives an index ranging from 0 (no hunger) to 100 (worst) based on three criteria, percentage proportion of undernourished in the population, prevalence of underweight in children under five years age and under-five mortality rate. For India index score has come down from 23.7 in 2011 to 21.3 in 2013.

(c) The Government of India has accorded high priority to the issue of hunger and malnutrition in the country and is implementing several schemes/programmes of different Ministries/Departments through State Governments/UT Administrations to improve food security situation in the country. These include Targeted Public Distribution System(TPDS), Integrated Child Development Services Scheme (ICDS) for pre-school children and pregnant and lactating mothers through the Ministry of Women and Child Development, National Rural Health Mission (NRHM) through Ministry of Health & Family Welfare, Mid Day Meal Scheme (MDM) for primary and upper primary children through Ministry of Human Resource Development, Annapurna Scheme for the senior citizens, Nutritional Programme for Adolescent Girls, Emergency Feeding Programme, etc.

To further strengthen these efforts, Government has passed the National Food Security Act, 2013 with the objective to provide for food and nutritional security in human life cycle approach, by ensuring access to adequate quantity of quality food at affordable prices to people to live a life with dignity. The Act has provisions of nutritional support to children and women especially pregnant and lactating women.

*[English]*

#### **Rights to Refugees**

739. SHRI KODIKUNNIL SURESH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware that a large number of refugees are staying/coming to India;

(b) if so, the number of refugees staying in the county as on date, country-wise;

(c) whether the Government proposes to bring out a specific legislation for providing basic rights to the refugees;

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

(e) the details of the facilities provided by the Government to the refugees in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) As per information available, the number of Afghan, Myanmar, Sri Lankan and Stateless persons who claim to be refugees and living in India are as under:-

Afghanistan	:	10340
Myanmar	:	4621
Sri Lanka	:	102241
Stateless (including Tibetans)	:	101148

(c) to (e) Government has issued a Standard Operating Procedure for dealing with foreign nationals who claim to be refugees to all State Governments/Union Territories on 29th December, 2011. This Standard Operating Procedure stipulate that cases, which are prima facie justified on the grounds of a well founded fear of persecution on account of race, religion, sex, nationality, ethnic identity, membership of a particular social group or political opinion, can be recommended by the State Government/Union Territory Administration to the Ministry of Home Affairs for grant of Long term Visa (LTV) after due security verification. A foreigner to whom LTV is permitted by the Ministry of Home Affairs will be allowed to take up any employment in the private sector or to undertake studies in any academic institution.

[*Translation*]

#### **Standard of Sports**

740. YOGI ADITYANATH: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether the standard of sports in the country has declined;

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

(c) the steps being taken by the Government for promotion and development of sports in the country?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) No, Madam.

(b) Does not arise.

(c) Madam, 'Sports' is a State subject. Promotion and development of various disciplines of sport is primarily the responsibility of the States and of the relevant National Sports Federations (NSFs) which are autonomous in their functioning. The Government of India supplements the efforts of the NSFs and the States through various schemes. Under the Scheme of Assistance to the National Sports Federations, financial assistance is provided to NSFs for participation in international competitions abroad, holding international competitions in India, conducting national championships, purchase of equipments, conduct of coaching camps, hiring of foreign coaches etc.

Under Rajiv Gandhi Khel Abhiyan, integrated sports complexes each costing Rs. 1.75 crore, will be constructed in every rural block panchayat in the country and sports competitions will be conducted to identify talent.

Under Urban Sports Infrastructure Scheme (USIS), assistance from Rs. 4.5 crores to 6.00 crores is provided to States/UTs and other entities for laying of synthetic athletic track and synthetic hockey field and construction of multipurpose hall. There are also schemes for promotion of sports among persons with disabilities, human resource development in sports, pension to meritorious sportspersons, national welfare fund for sportspersons, scheme of national sports awards and cash awards.

Sports Authority of India has also been implementing various promotional schemes in which training by experienced coaches with scientific back-up is provided to sportspersons to achieve excellence at national/international level. The Scheme include National Sports Talent Contest Scheme (NSTC), Army Boys Sports Company (ABCS), SAI Training Centre (STC), Special Area Games (SAG), Centre of Excellence (COE) and Come and Play Scheme.

#### **Disaster Management System**

741. SHRI KIRTI AZAD: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the institutional mechanism for disaster management in the country at the Centre, State and district levels needs to be strengthened;

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

(c) the corrective steps being taken after the tragic disaster in Uttarakhand for effective management of disaster in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) After the enactment of Disaster Management Act, 2005, there has been a shift from relief and response centric approach to a multi-dimensional and holistic approach for disaster management in the country. The Act provides adequate Institutional mechanism for Disaster Management. It also ensures measures by various wings of the Government for prevention and mitigation of disasters and prompt response to any disaster situation. Strengthening of Institutional mechanism for Disaster Management in the country is a continuous process.

(c) As per the National Policy on Disaster Management, the primary responsibility for disaster management rests with the States. The institutional mechanism put in the place at the Centre, State and District levels helps the States manage disaster in an effective manner. The Central Government supplements the efforts of the State Governments in this regard. After Uttarakhand Disaster, the State Government of Uttarakhand took a number of measures ranging from registration of pilgrims, preparation of State and District disaster management plans, strengthening of communication and warning dissemination network, setting up of State Disaster Response Force and pre-positioning of National Disaster Response Force & SDRF at vulnerable locations.

The Annual Relief Commissioner's Conference was held on 27th May, 2014 in New Delhi, with the participation of all concerned Central Ministries including the forecasting agencies. The preparedness of all states and Union Territories was taken stock of. Check-list furnished by each State and Union Territory in this regard was noted in order to enhance coordination.

[English]

### **Sports Infrastructure**

742. SHRI A.T. NANA PATIL: Will the Minister of SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS be pleased to state:

(a) whether sports infrastructure, equipment and other sports facilities are adequate for promotion and development of sports in the country including in rural and tribal areas;

(b) if so, the details thereof;

(c) the details of the various sports schemes/programmes implemented by the Government for promotion and development of sports in the country;

(d) the details of funds allocated/released/expenditure incurred under various Schemes during the last three years and the current year along with the number of sportspersons benefitted as a result thereof during the said period, State/UT-wise and sports discipline-wise; and

(e) the details of the proposals received by the Government from the States to provide financial assistance for construction/renovation of sports stadia/complexes and creation of sports infrastructure and sports facilities along with the action taken in each of these proposals during the 12th Five Year Plan, State/UT-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT, ENTREPRENEURSHIP, YOUTH AFFAIRS AND SPORTS (SHRI SARBANANDA SONOWAL): (a) to (c) Sports is a State subject and the Central Government supplements the efforts of the States in this direction. The Central Government was implementing a Scheme called Panchayat Yuva Krida aur Khel Abhiyan (PYKKA), for creation of basic sports infrastructure by way of developing playgrounds in the rural areas of the country since 2008-09 and upto 2013-14. The PYKKA Scheme has, since, been revamped and revised and named Rajiv Gandhi Khel Abhiyan (RGKA). Under this Scheme, it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines. Details of the RGKA Scheme is placed at STATEMENT-I. The Central Government is also implementing the Urban Sports Infrastructure Scheme (USIS) under which 100% financial assistance, subject to prescribed ceiling is provided to (a) State Governments; (b) Local Civic Bodies; (c) School, Colleges and Universities under Central/State Governments; and (d) Sports Control Boards for development of the (i) Synthetic playing surface (for hockey, football and athletics); and

(ii) Multipurpose indoor hall. In addition, the Sports Authority of India is also implementing various sports promotional schemes.

(d) and (e) State/UT-wise details of funds sanctioned under the PYKKA and USIS during the last three years (including statement the 12th Five Year Plan) are enclosed at statement-II (a) and (b) and III. No funds have been released under the USIS or the RGKA during the current financial year. State/UT-wise details of participation in the annual competitions under PYKKA are enclosed at statement-IV. Sports discipline-wise information is not maintained in this Ministry.

**Statement – I**

*Details of the RGKA Scheme*

Under the RGKA scheme, it is proposed to construct a sports complex in each block, both for outdoor and indoor sports disciplines, on land measuring about six - seven acres at a cost of Rs. 80 lakh each (Total Rs. 1.60 crore). There is also provision of Rs. 15 lakh for sports equipment to be provided by Ministry of Youth Affairs and Sports. It is proposed to have sporting facilities for both indoor and outdoor disciplines.

All the 6545 blocks in 634 districts will be covered in a phased manner over a period of 5 years. Funds for construction of the block level sports complex will be converged from different schemes such as Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA); Backward Regions Grant Fund (BRGF); Non Lapsable Central Pool of Resources (NLCPR - Central); Additional Central Assistance (ACA) for the Left Wing Extremism (LWE) affected districts, of the Ministries of Rural Development, Panchayati Raj, Development of North Eastern Region (DONER) and Planning Commission respectively with RGKA.

Three Sports Trainers (one Master Sports Trainer and two Sports Trainers, out of serving Physical Education Teachers) will be engaged in each block level sports complex for training of sports persons. They will be given suitable honorarium in addition to their normal salaries received from respective school/college.

Annual Sports competitions viz., Rural Sports Competitions, Women Sports Competitions, North-East Games and Special Area Games (for LWE affected regions) shall be held under RGKA upto the National level. The grants for holding the above competitions have also been enhanced.

**Statement – II(a)**

*State-Wise Number of Competitions Grant Released Under PYKKA Scheme in the Last Three Year*

S. No.	Name of the State/UT	2011-12			2012-13			2013-14		
		Rural	Women	NEG	Rural	Women	NEG	Rural	Women	NEG
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	0	0	0	11.16	0.34	0	0	0	0
2.	Arunachal Pradesh	0	0	0	0	0	0	0	0	0
3.	Assam	0	0	0	0	0	0	0	0	0
4.	Bihar	0	0	0	0	0	0	0	0	0
5.	Chhattisgarh	1.95	0.28	0	1.99	0.32	0	0	0	0
6.	Goa	0	0	0	0	0	0	0	0	0
7.	Gujarat	0	0	0	0	0	0	0	0	0
8.	Haryana	1.51	0.09	0	0.62	0.23	0	1.6	0.21	0
9.	Himachal Pradesh	1.11	0.13	0	1.12	0.14	0	0.7	0.13	0

1	2	3	4	5	6	7	8	9	10	11
10.	Jammu and Kashmir	0	0	0	0	0	0	0	0	0
11.	Jharkhand	0	0	0	0	0	0	0	0	0
12.	Karnataka	2.17	0	0	2.58	0.69	0	2.45	0.41	0
13.	Kerala	0	0.23	0	0	0	0	0	0	0
14.	Madhya Pradesh	4.37	0.54	0	4.18	0.57	0	4.1	0.55	0
15.	Maharashtra	0	0	0	3.44	0	0	0	0	0
16.	Manipur	0	0	0	0.75	0.17	0.1	0	0	0
17.	Meghalaya	0	0	0.08	0.67	0	0	0	0	0.11
18.	Mizoram	0	0	0.1	1.06	0.13	0.1	0.58	0.13	0.1
19.	Nagaland	0	0	0	0.91	0	0.12	0	0	0
20.	Odisha	0	0	0	3.86	0.53	0	0	0.27	0
21.	Punjab	0	0	0	0	0.24	0	1.45	0.13	0
22.	Rajasthan	1.72	0	0	3.42	0.46	0	0	0	0
23.	Sikkim	1.12	0	0.08	1.12	0	0	0	0	0
24.	Tamilnadu	0	0	0	0.81	0.44	0	8.32	0.57	0
25.	Tripura	0.59	0.11	0.09	0.76	0.16	0	0.67	0.14	0.1
26.	Uttar Pradesh	8.2	0	0	0	0	0	1.15	0	0
27.	Uttrakhand	1.29	0.11	0	1.18	0.1	0	1.1	0.1	0
28.	West Bengal	0	0	0	0	0	0	0	0	0
	UTs									
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0
30.	Chndigarh	0	0	0	0	0	0	0	0	0
31.	Daman and Diu	0	0	0	0	0	0	0	0	0
32.	Lakshadweep	0	0	0	0	0	0	0	0	0
33.	Puducherry	0	0	0	0	0	0	0	0	0
	Total	24.03	1.49	0.35	39.63	4.52	0.32	22.12	2.64	0.31
	National Level Competitions released to SAI	2.6	0	2.5	0	0	0	2.5	0	0
	Total	26.63	1.49	2.85	39.63	4.52	0.32	24.62	2.64	0.31

**Statement – II (b)***State-Wise Number of Infrastructure Grant Released Under PYKKA Scheme in the Last Three Year*

S. No.	Name of the State/ UT	2011-12			2012-13			2013-14		
		No. of VP	No. of BP	Funds released*	No. of VP	No. of BP	Funds released*	No. of VP	No. of BP	Funds released*
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	0	0	25.98	0	0	10.63	355	32	7.27
2.	Arunachal Pradesh	0	0	0	0	0	0	0	0	0
3.	Assam	0	0	0	666	44	10.28	0	0	0
4.	Bihar	0	0	0	0	0	0	0	0	0
5.	Chhattisgarh	0	0	0	1964	28	25.27	0	0	0
6.	Goa	0	0	0	0	0	0.18	0	0	0
7.	Gujarat	0	0	13.43	0	0	0	0	0	0
8.	Haryana	619	12	5.09	0	0	0	0	0	3.34
9.	Himachal Pradesh	324	8	3.66	389	10	6.34	0	0	2.99
10.	Jammu and Kashmir	0	0	0.56	0	0	0	0	0	0
11.	Jharkhand	0	0	2.4	0	0	0	0	0	0
12.	Karnataka	0	0	0	566	18	9.61	565	18	10.2
13.	Kerala	0	0	0	200	30	10.36	0	0	0
14.	Madhya Pradesh	2304	31	39.99	0	0	0	2304	31	32.55
15.	Maharashtra	0	0	0	0	0	0	0	0	0
16.	Manipur	0	0	0.22	0	0	0	0	0	0
17.	Meghalaya	83	8	1.72	0	0	0	0	0	0.44
18.	Mizoram	0	0	2.07	163	5	2.07	245	8	4.1
19.	Nagaland	110	5	4.7	0	0	0	438	22	6
20.	Odisha	0	0	7.34	1246	62	19.21	0	0	7.53
21.	Punjab	0	0	0	0	0	0	0	0	0
22.	Rajasthan	917	25	2.75	0	0	0	0	0	0
23.	Sikkim	32	20	1.66	70	35	2.51	0	0	0.79
24.	Tamilnadu	0	0	0	0	0	0	0	0	6.58
25.	Tripura	312	12	4.09	0	0	0	208	10	4.3
26.	Uttar Pradesh	0	0	18.39	3384	82	9.03	0	0	4.92

1	2	3	4	5	6	7	8	9	10	11
27.	Uttarakhand	0	0	0	0	0	3.38	151.1	17	22.84
28.	West Bengal	0	0	0	0	0	0	0	0	0
	UTs									
29.	Andaman and Nicobar Islands	0	0	0	0	0	0	0	0	0
30.	Chndigarh	0	0	0	0	0	0	0	0	0
31.	Daman and Diu	0	0	0	14	0	0.14	0	0	0
32.	Lakshadweep	0	0	0	0	0	0	0	0	0
33.	Puducherry	0	0	0	0	0	0	0	0	0
	NSDF PYKKA	0	0	0	0	0	0	0	0	0
	Total	4701	121	134.05	8662	314	109.01	5626	138	113.85

**Statement – III***Urban Sports Infrastructure Scheme (USIS)*

*Statement Showing the Details of Grant Approved and Released to the States/Union Territory Under the Urban Sports Infrastructure Scheme (USIS) for Creation/Up-Gradation of Sports Infrastructure Projects in 2011-12 and 2012-13 And 2013-14*

2011-12

(Rs. in crore)

S. No.	State	Project	Grant approved (Date)	Grant released
1	2	3	4	5
1.	Odisha	Laying of synthetic Hockey Surface at Kalinga Stadium, Sports Complex, Bhubaneswar	5.00 (24.08.2011)	5.000
2.	Madhya Pradesh	Laying of Synthetic Hockey Surface at Ranital Sports Complex, Jabalpur	4.81 (18.10.2011)	3.620
3.	Rajasthan	Construction of Multi-purpose Indoor Hall at Ummed Stadium, Jodhpur	6.00 (20.10.2011)	4.500
4.	Nagaland	Laying of Synthetic Athletic Track at Indira Gandhi Stadium, Kohima	5.00# (29.08.2011)	3.000
5.	Mizoram	Construction of Multi-purpose Indoor Hall at at Mualpui, Aizawl	6.00@ (19.10.2011)	4.500
6.	Meghalaya	Laying of Synthetic Athletic Track at JN Sports Complex, Shillong	5.50 (01.03.2012)	4.300



1	2	3	4	5
7.	Assam	Construction of Multi-purpose Indoor Hall SAI-SAG centre Tinsukia	6.00 (27.03.2012)	3.200
8.	Jammu and Kashmir	Construction of Football Turf Ground at TRC Ground, Srinagar	4.50 (28.03.2012)	4.465
9.	Puducherry	Construction of a Multi-purpose Indoor Hall at Tagore Arts College Ground, Lawspet	6.00 (23.03.2012)	3.540
10.	Kerala	Construction of a Multi-purpose Indoor Hall at Nehru Stadium at Kottayam	6.00 (27.03.2012)	3.875
<b>Total</b>			<b>54.81</b>	<b>40.00</b>
2012-13				(Rs. in crore)
1.	Haryana	Laying a synthetic Hockey playfield (with normal lighting) at Sports Complex, Hisar.	5.00 (22.06.2012)	3.75
2.	Manipur	Construction of Multi-purpose Indoor Hall at Senapati Dist. HQs.	5.9999 (22.06.2012)	1.80
3.	Haryana	Laying of Artificial Turf for Football at Dariyapur, Fatehabad District	4.50 (03.10.2012)	3.50
4.	Chhattisgarh	Construction of Multi-purpose Indoor Hall at Kondagaon, Dist. Kondagaon.	5.9779 (16.10.2012)	1,79
5.	Rajasthan	Construction of Multi-purpose Indoor Hall at Karauli, Dist. Karauli	6.00 (16.10.2012)	1.80
6.	Odisha	Construction of Multi-purpose Indoor Hall at Kalinga State Sports Complex, Bhubaneswar	6.00 (19.11.2012)	1.80
7.	Tamil Nadu	Construction of Multi-purpose Indoor Hall at Vaduvur Higher Secondary School, Thiruvarur District.	6.00 (03.01.2013)	1.80
8.	Odisha	Laying of football turf at Kalinga State Sports Complex, Bhubaneswar.	4.50 (07.01.2013)	3.50
9.	Arunachal Pradesh	Laying of Astro-turf Hockey field at Sports Complex, Chimpu, Itanagar.	5.00 (14.02.2013)	1.26

1	2	3	4	5
10.	Rajasthan	Construction of multi-purpose indoor hall at Alwar, Rajasthan	6.00 (22.03.2013)	1.00
Total			54.9778	22.00
2013-14				(Rs. in crore)
1.	Kerala	Laying of synthetic athletic track in University of Calicut, Kerala	5.50 (27.06.2013)	3.00
2.	Uttarakhand	Construction of Multipurpose indoor hall at Kashipur, District Udham Singh Nagar, Uttarakhand	6.00 (04.07.2013)	1.80
3.	Mizoram	Laying of synthetic football turf at Chhangphut playground, Champhai, Mizoram.	4.50 (16.07.2013)	3.00
4.	Mizoram	Construction of Multipurpose indoor hall at Sazaikawn, Lunglei Town, Mizoram	6.00 (16.07.2013)	1.80
5.	Punjab	Laying of synthetic athletic track at War Heroes Stadium, Sangrur, Punjab	5.50 (27.09.2013)	3.00
6.	Uttar Pradesh	Laying of synthetic hockey turf at Sri Meghbaran Singh Stadium, Karampur, Saidpur, Gazipur, Uttar Pradesh	5.00 (04.10.2013)	3.00
7.	Jammu and Kashmir	Construction of a Multi-purpose Indoor Hall at Leh, Ladakh, Jammu and Kashmir	6.00 (05.11.2013)	1.80
8.	Andhra Pradesh	Construction of multi-purpose indoor hall at Agricultural College, Bapatla, Guntur District, Andhra Pradesh	6.00 (05.11.2013)	1.80
9.	Uttarakhand	Laying of synthetic turf hockey field at Maharana Pratap Sports College, Raipur, Dehradun, Uttarakhand	5.00 (07.11.2013)	1.80
10.	Rajasthan	Construction of a Multi-purpose Indoor Hall at Mohan Lai Sukhadia (MLS) University, Udaipur, Rajasthan	6.00 (13.12.2013)	1.80
11.	Nagaland	Construction of multi-purpose indoor hall at Dimapur, Nagaland	6.00 (16.12.2013)	1.80

1	2	3	4	5
12.	Arunachal Pradesh	Laying of football turf at SLSA Complex, Chimpu, Itanagar, Arunachal Pradesh	4.50 (27.12.2013)	2.25
13.	Nagaland	Laying of synthetic football turf at Jalukie, Peren District, Nagaland	4.50 (31.12.2013)	3.00
14.	Haryana	Laying of synthetic athletic track at Bhim Stadium, Bhiwani.	5.50 (20.01.2014)	3.00
Total			76.00	32.85

# Balance amount of Rs. 2 crore released on 20.01.2014.

@ Balance amount of Rs. 1.50 crore released on 16.01.2014.

**Statement – IV**

*State-Wise Number of Participation Details in Annual Sports Competitions Under PYKKA Scheme Held During 2008-09, 2009-10, 2010-11, 2011-12, 2012-13 & 2013-14.*

S. No.	Name of State/UT	2008-09			2009-10		
		No. of participants			No. of participants		
		Men	Women	Total	Men	Women	Total
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	78081	56016	134097	78153	57058	135211
2.	Arunachal Pradesh	17412	11898	29310	27232	19600	46832
3.	Assam	96429	43471	139900	13	8	21
4.	Bihar	87	56	143	105	56	161
5.	Chhattisgarh	85	49	134	52834	36051	88885
6.	Goa	92	64	156	-	-	0
7.	Gujarat	95	69	164	87507	66852	154359
8.	Haryana	97	70	167	43657	32570	76227
9.	Himachal Pradesh	2771	2369	5140	13314	8015	21329
10.	Jammu and Kashmir	-	-	0	-	-	0
11.	Jharkhand	80	60	140	-	-	0
12.	Karnataka	97	71	168	65933	47651	113584
13.	Kerala	82	67	149	56177	19310	75487
14.	Madhya Pradesh	93	66	159	98570	49733	148303
15.	Maharashtra	95	71	166	119509	86240	205749

1	2	3	4	5	6	7	8
16.	Manipur	-	-	0	93	97	190
17.	Meghalaya	-	-	0	-	-	0
18.	Mizoram	1 1836	8156	19992	13624	8134	21758
19.	Nagaland	-	-	0	14892	7361	22253
20.	Odisha	37479	26888	64367	37514	27382	64896
21.	Punjab	86993	33425	120418	72303	43! 81	1 15484
22.	Rajasthan	-	-	0	82237	62254	144491
23.	Sikkim	-	-	0	8370	7198	15568
24.	Tamilnadu	97	71	168	246336	150899	397235
25.	Tripura	10098	6761	16859	94 15	6101	15516
26.	Uttar Pradesh	130163	59422	189585	190299	112409	302708
27.	Uttarakhand			0	9774	6949	16723
28.	West Bengal	42	44	86	47124	18649	65773
	UTs			0			0
29.	Andaman and Nicobar Islands	-	-	0	-	-	0
30.	Chandigarh	-	-	0	-	-	0
31.	Dadra and Nagar Haveli	-	-	0	-	-	0
32.	Daman and Diu	-	-	0	-	-	0
33.	Delhi	25	26	51	1 17	84	201
34.	Puducherry			0			0
	Total	472329	249190	721519	1375102	873842	2248944

S. No.	Name of State/UT	2010-11			2011-12		
		No. of participants			No. of participants		
		Men	Women	Total	Men	Women	total
1	2	9	10	11	12	13	14
1.	Andhra Pradesh	339848	318971	658819	188692	136711	325403
2.	Arunachal Pradesh	1638	1170	2808	12588	9,622	22210
3.	Assam	9724	5488	15212	76359	46,208	122567
4.	Bihar	105738	65428	171166	-	-	0

1	2	9	10	11	12	13	14
5.	Chhattisgarh	60102	40298	100400	64649	83,101	147750
6.	Goa	1743	1542	3285	-	-	0
7.	Gujarat	7523	5791	13314	-	-	0
8.	Haryana	90129	81865	171994	55462	65,739	121201
9.	Himachal Pradesh	19120	26095	4521 5	24000	23.159	47159
10.	Jammu and Kashmir	53850	6634	60484	45231	9,003	54234
11.	Jharkhand	8709	6348	15057		-	0
12.	Karnataka	90884	109802	200686	82443	122044	204487
13.	Kerala	41623	23277	64900	60209	31,643	91852
14.	Madhya Pradesh	1 17471	891 1 1	206582	109426	95,274	204700
15.	Maharashtra	181062	141011	322073	130860	123891	254751
16.	Manipur	4745	2912	7657	-	-	0
17.	Meghalaya	18871	16715	35586	-	-	0
18.	Mizoram	26473	21489	47962	13239	7,771	21010
19.	Nagaland	4943	23478	28421	-	-	0
20.	Odisha	122030	121510	243540	-	-	0
21.	Punjab	8241 1	55594	138005	68655	49,925	118580
22.	Rajasthan	67581	30994	98575	-	-	0
23.	Sikkim	1542	955	2497	30139	25,950	56089
24.	Tamilnadu	392306	398490	790796	157202	98830	256032
25.	Tripura	13800	18664	32464	9710	16825	26535
26.	Uttar Pradesh	398733	180957	579690	347261	210921	558182
27.	Uttarakhand	78762	67063	145825	126935	33771	160706
28.	West Bengal	66737	25589	92326	39350	19135	58485
	UTs						0
29.	Andaman and Nicobar Islands	148	148	296			0
30.	Chandigarh	827	541	1365			0
31.	Dadra and Nagar Haveli	623	503	1 126			0
32.	Daman and Diu	810	123	933			0

1	2	9	10	11	12	13	14
33.	Delhi	4557	3626	8183			0
34.	Puducherry	2437	1651	4088			0
Total		2417500	1893833	4311333	1642410	1209523	2851933

S. No.	Name of State/UT	2012-13			2013-14		
		No. of participants			No. of participants		
		Men	Women	Total	Men	Women	Total
1	2	15	16	17	18	19	20
1.	Andhra Pradesh	8,11,517	6,86,325	14,97,842	114	229	343
2.	Arunachal Pradesh	75	49	124	-	-	0
3.	Assam	103	118	221	-	-	0
4.	Bihar	-	90	90	0	72	72
5.	Chhattisgarh	42,080	72,924	1.15.004	19401	56211	75612
6.	Goa	2,966	5,917	8.883	0	34	34
7.	Gujarat	103	173	276	98404	101497	199901
8.	Haryana	68,002	80.307	1.48.309	61370	73102	134472
9.	Himachal Pradesh	17,424	22.215	39.639	16735	21245	37980
10.	Jammu and Kashmir	33,974	7,975	41.949	-	-	0
11.	Jharkhand	36,773	34.604	71,377	99	100	199
12.	Karnataka	88,554	1,26.760	2,15,314	109538	163520	273058
13.	Kerala	51,270	29.966	81.236	47528	29604	77132
14.	Madhya Pradesh	1,10,197	1.00.886	2,1 1,083	91798	88116	179914
15.	Maharashtra	1,36,268	1.22.146	2.58.414	15S446	158836	317282
16.	Manipur	184	283	467	12823	15805	28628
17.	Meghalaya	22,514	21.492	44,006	-	-	0
18.	Mizoram	21,587	1 7.63 1	39,218	16339	15626	31965
19.	Nagaland	86	53	139	8	0	8
20.	Odisha	1,15,536	1,30,896	2.46.432	39	39804	39843
21.	Punjab	2,620	14,749	1 7.369	2728	4263	6991
22.	Rajasthan	88,922	71.052	1,59,974	-	-	0
23.	Sikkim	31	21	52	-	-	0

1	2	15	16	17	18	19	20
24.	Tamilnadu	1.89.071	1.78.618	3,67.689	124771	134790	259561
25.	Tripura	14,698	25.659	40.357	18525	28417	46942
26.	Uttar Pradesh	2,96.894	1.82.844	4,79.738	135700	SOI 10	215810
27.	Uttrakhand	33,364	40.166	73.530	3S439	49134	87573
28.	West Bengal	36,671	17.549	54,220	30S	580	888
	UTs			0			0
29.	Andaman and Nicobar Islands			0			0
30.	Chandigarh			0	0	7	7
31.	Dadra and Nagar Haveli	8	5	13			0
32.	Daman and Diu			0			0
33.	Delhi	91	188	279	2818	4307	7125
34.	Puducherry			0			0
	Total	2221583	1991661	4213244	955931	1065409	2021340

#### Development of Agriculture Sector

743. SHRI N KRISTAPPA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government had constituted a National Commission on Farmers to address the problems of the farmers in the country;

(b) if so, the details thereof including the terms of reference of the Commission and the follow-up action taken by the Government on the recommendations/suggestions by them along with the achievements made so far, in this regard;

(c) whether the major issues which are affecting the development of the agriculture sector in the country have been included in the 12th Plan document;

(d) if so, the details thereof along with the action plan/schemes/programmes formulated by the Government and the funds earmarked for the development of agriculture sector during the said Plan period; and

(e) the mechanism put in place to monitor the schemes/programmes under implementation for the development of the agriculture sector?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN)

(a) and (b) Yes, Madam. Government of India constituted National Commission on Farmers under the Chairmanship of Dr. M.S. Swaminathan on 18.11.2004.

The terms of reference and the composition of the Commission is at Statement-I and II.

The National Commission on Farmers submitted five Reports to the Government over a period of time. In the fourth Report, the Commission submitted a Draft National Policy for Farmers incorporating the work and recommendations made by the Commission since its formation. The Commission discussed the Draft National Policy in State level consultations with farmers including women farmers and other stakeholders including NGOs, bankers, media and scientists. As a sequel to these consultations, the Commission revised and elaborated the Draft Policy and submitted the "Revised Draft National Policy for Farmers" alongwith its fifth and final report on 4.10.2006.

Based on the revised Draft National Policy for Farmers submitted by the National Commission on Farmers and after consulting the States, the Government of India approved the National Policy for Farmers (NPF) in the year 2007.

The NPF, 2007 aims to improve economic viability of farming and increase net income of farmers. Policy provisions in NPF, 2007, include, inter-alia, asset reforms in respect of land, water, livestock, fisheries and bio-resources; supply of good quality seeds and disease-free planting material, issue of soil health passbooks to the farmers and integrated pest management system; region and crop specific implements and machinery; support services for women; timely, adequate and easy reach of institutional credit at reasonable interest rates and farmer-friendly insurance instruments; support services and inputs like application of frontier technologies; agricultural bio-security system; use of Information and Communication Technology and setting up of farm schools to revitalize agricultural extension; coverage of farmers under a comprehensive national social security scheme; effective implementation of Minimum Support Price (MSP) across the country and establishing community Foodgrain banks; development of agricultural market infrastructure and terminal markets for agriculture; curriculum reforms in agricultural universities; special categories of farming like organic farming and contract farming; rural non-farm employment initiative for farm households; and integrated approach for rural energy, etc.

Many of the Scheme/Programmes being implemented by Central and State Governments are as per the provisions of NPF, 2007 which is an ongoing process.

(c) Yes, Madam.

(d) The following Missions/Schemes/ Programmes have been formulated by the Government during the 12th Plan Period :

Mission/Scheme	Allocation (Rs. in crores)
1	2
National Food Security Mission	12350.00
National Horticulture Mission	15974.00

1	2
National Mission on Oilseeds & Oil Palm	3507.00
National Mission for Sustainable Agriculture including Micro Irrigation	13034.00
National Mission on Agriculture Extension & Technology	11261.00
Integrated Scheme for Farmers Income Security	7996.00
Integrated Scheme on Agri-census and Statistics	1341.00
Integrated Scheme on Agriculture Marketing	5048.00
Integrated Scheme on Agriculture Cooperation	920.00
Rashtriya Krishi Vikas Yojana	63246.00
Secretariat Economic Service	69.00
<b>Total</b>	<b>134746.00</b>

(e) Government has put in place appropriate monitoring mechanisms for implementation of various schemes/missions during 12th Plan period while finalizing the Operational Guidelines. A Web Based Monitoring Mechanism has been stipulated for monitoring implementation of Rashtriya Krishi Vikas Yojana. In respect of remaining Missions/Schemes, the monitoring is done through visits of experts and officials to the implementing States.

#### **Statement – I**

##### *Terms of Reference for National Commission on Farmers*

- Work out a comprehensive medium-term strategy for food and nutrition security in the country in order to move towards the goal of universal food security over time.
- Propose methods of enhancing the productivity, profitability, stability and sustainability of the major farming systems of the country based on an agro-ecological and agro-climatic approach and the harnessing of frontier technologies.



- Bring about synergy between technology and public policy and recommend measures for enhancing income and employment potential in rural areas through diversification, application of appropriate technology including IT for information on market, weather, credit facilities and e-commerce, training and market reforms.
- Suggest measures to attract and retain educated youth in farming and recommend for this purpose; methods of technological upgrading of crop husbandry, horticulture, animal husbandry, fisheries (inland and marine), agro-forestry and agro-processing and associated marketing infrastructure.
- Suggest comprehensive policy reforms designed to enhance investment in agri-research, substantially increase flow of rural credit to farmers including small and marginal, triggering agricultural growth led economic progress, which can lead to opportunities for a healthy and productive life to rural families.
- Formulate special programmes for dryland farming for farmers in the arid and semi-arid regions, as well as for farmers in hilly and coastal areas in order to link the livelihood security of the farming communities living in such areas with the ecological security of such regions. Review in this context, all ongoing Technology Missions like those relating to pulses, oilseeds, maize, cotton, watershed etc. and recommend methods of promoting horizontal integration of vertically structured programmes. Also suggest credit-linked insurance schemes, which can protect resource poor farm families from unbearable risks. Further, suggest methods of strengthening and streamlining the National Horticulture Development Board.
- Suggest measures for enhancing the quality and cost competitiveness of farm commodities so as to make them globally competitive through providing necessary facilities and application of frontier sciences and promote quality literacy for codex alimentarius standard, sanitary and phyto-sanitary measures among farmers through

reorienting and retooling extension machinery. Also suggest methods of providing adequate protection to farmers from imports when international prices fall sharply.

- Recommend measures for the credit, knowledge, skill, technological and marketing empowerment of women, taking into consideration the increasing feminization of agriculture and the proposed conferment of right to land ownership.
- Suggest methods of empowering male and female members of elected local bodies to discharge effectively their role in conserving and improving the ecological foundations for sustainable agriculture like land, water, agro-biodiversity and the atmosphere with priority attention to irrigation water.
- Consider any other issue, which is a relevant to the above or is specially referred to the Commission by Government.

The Commission is to submit a medium term policy for food and nutrition security in the country in order to move towards the goal of universal food security over time within the next three months and to submit its recommendations on other Terms of Reference as soon as practicable and in any case on or before 13th October, 2006. The Commission, however is permitted to submit interim reports on any of the Terms of Reference it deemed fit or expected of it.

[Resolution F.No.8-2/2003-Policy (E.S.) dated 18.11.2004 published in Gazette of India, Extraordinary, Part-I Section -I on 20.11.2004]

### ***Statement - II***

#### *Composition of the National Commission on Farmers*

The composition of the reconstituted National Commission on Farmers is as under:-

#### **Chairman**

Prof. M.S. Swaminathan

#### **Full-Time Members**

Dr. Ram Badan Singh

Shri Y.C. Nanda

**Part-Time Members**

Dr. (Ms) Chanda Nimbkar

Shri Atul Kumar Anjan

Dr. R.L. Pitale

Shri Jagadish Pradhan

**Member Secretary**

Shri Atul Sinha I.A.S. (Retd.)

[Resolution F.No.8-2/2003-Policy (E.S.) dated 18.11.2004 published in Gazette of India, Extraordinary, Part-I Section -I on 20.11.2004]

**Crime and Criminal Tracking Network and Systems**

744. SHRI NAGENDRA KUMAR PRADHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has launched any pilot testing or Intensive Field Testing programme under the Crime and Criminal Tracking Network and Systems (CCTNS);

(b) if so, the details thereof including its aims and objectives;

(c) the outcome of the said programme under the CCTNS project;

(d) the names of the States which have started full fledged implementation of the project; and

(e) the extent to which the said project has achieved its objectives, so far?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) Yes Madam, pilot testing including Intensive Field Testing under Crime and Criminal Tracking Networks and Systems (CCTNS) was initiated across the country in January 2012. The objectives of pilot testing were to identify bugs related to functioning of application, errors, adding or removing of mandatory fields, work flow, missing functionality, suggestion and enhancements.

(c) As an outcome of pilot testing of intensive field testing, total 2829 bugs in Core Application Software (CAS) were reported by States/UTs since January 2012. Out of these 2764 have been resolved by Software Development Agency (SDA) till date and the remaining 65 are under process by SDA/National Crime Records Bureau (NCRB).

(d) The implementation activities like Site Preparation, Commissioning of Hardware, Network Provisioning etc. is going on in full fledged manner in all the States/UTs, except Rajasthan and Bihar where presently System Integrator is not on board.

(e) The activity wise extent of achievement of the project in the country is furnished in the enclosed Statement.

**Statement***Annexure I - CCTNS Progress Dashboard (SI Work) 04-July-2014*

State/UT	Site Preparation	Data Digitization (Number of Records) in Thousand	Client System Commissioning Locations	Role based Training Undertaken	Total IIF form-1 generated on CAS till date across all commissioned sites	Network connectivity available and checked the System Integrate sites
1	2	3	4	5	6	7
Andaman and Nicobar Islands	29/29	38.4/57	27/35	977/1453	919	24
Andhra Pradesh	2036/2046	894.8/1600	2228/2203	52899/51793	0	2201

1	2	3	4	5	6	7
Arunachal Pradesh	158/168	0/25	0/168	2928/3628	0	0
Assam	275/300	35/35	378/466	2115/2000	6943	387
Bihar	255/1279	0/10000	82/1326	450/35878	141	34
Chandigarh	17/17	44.4/40	11/17	1172/1210	5358	17
Chhattisgarh	466/531	467/450	299/531	8536/16000	10470	221
Daman and Diu and Dadra and Nagar Haveli	17/17	3.9/6.7	17/17	211/671	770	17
Delhi	246/324	211.2/756.4	213/453	12886/38253	1359	419
Goa	36/42	0/72	0/36	0/1914	0	0
Gujarat	1279/1272	14870.3/14645.4	1279/1272	10700/15000	159177	546
Haryana	40/424	51.6/454.2	40/424	995/20000	892	423
Himachal Pradesh	54/59	77.6/100.3	68/75	4139/7807	190	173
Jammu and Kashmir	226/294	15.6/102.9	179/294	3549/42441	1374	160
Jharkhand	576/628	395.5/400	524/628	11000/10500	13844	480
Karnataka	435/435	4/1800	1370/1371	4153/41400	780408	1501
Kerala	479/819	240.2/1022.7	174/819	5443/21440	52226	812
Lakshadweep	0/14	0/0.3	0/14	0/Not known	0	0
Madhya Pradesh	1130/1386	1449.6/3800	1150/1384	88/12637	91	598
Maharashtra	1630/1636	11700.4/9501.1	1630/1691	37253/110000	32176	1630
Manipur	60/186	6.3/60	0/216	2034/7261	0	0
Meghalaya	59/60	50.9/86.5	85/87	2150/2100	65	82
Mizoram	94/94	11/11	94/94	3313/3847	223	76
Nagaland	120/121	9.4/231.1	114/121	456/2777	527	86
Odisha	766/784	508.2/795.7	753/784	17660/25786	28449	588
Puducherry	48/50	34.2/60	72/91	115/1000	0	0
Punjab	383/390	6.2/6092.7	376/390	17267/59931	0	374
Rajasthan	38/479	1750/2574.1	38/1090	460/14691	1170	45
Sikkim	49/49	6.2/6.9	49/49	879/2070	15	37

1	2	3	4	5	6	7
Tamil Nadu	1814/1961	1350/1333.4	1890/1961	4578/4446	0	1737
Tripura	116/109	130.8/151.9	116/109	4217/5074	1447	105
Uttar Pradesh	1382/1400	1501.5/2356.2	1315/1364	15828/22029	16926	1455
Uttarakhand	106/106	150.8/148.4	106/106	2486/2486	9271	172
West Bengal	545/546	50/50	591/581	47002/46311	2637	644
Total	14970/18055	36065/58826.9	15268/20267	277939/633834	1127068	15044

**Package to FPI**

745. SHRI NISHIKANT DUBEY:

SHRI VIRENDER KASHYAP:

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether some States have requested the Government for grant of special package for development of Food Processing Industries (FPIs);

(b) if so, the details thereof and the action taken by the Government thereon;

(c) whether the Government proposes to give special package for development of FPIs in Himachal Pradesh and Jharkhand;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) and (b) Ministry of Food Processing Industries has not received any proposal for special package for development of Food Processing Industries. However, a proposal has been received from Government of Andhra Pradesh for special package of fiscal and other incentives for industrial development in Department of Industrial Policy and Promotion, Ministry of Commerce & Industry. The above proposal, inter alia, includes grant of food parks in all the districts excepts 2 districts and to include residuary Andhra Pradesh in the difficult areas category, the same is at the stage of inter-ministerial consultations.

(c) No, Madam.

(d) and (e) Do not arise.

*[Translation]***Economic Condition of Farmers**

746. SHRI GANESH SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the financial condition of a large number of farmers has deteriorated in the country over the years and if so, the details thereof and the reasons therefor;

(b) whether the Government has conducted any survey to assess the income and economic conditions of the farmers in the country;

(c) if so, the details and the findings thereof;

(d) whether the Government proposes to extend subsidy on agriculture inputs such as irrigation and diesel to address the problems of the farmers and if so, the details thereof; and

(e) whether there is any proposal to provide pension as social security to all the farmers in the country and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) According to Agriculture Census 2010-11 and India Rural Development Report 2012-13, small and marginal farmers, who own about 85% of the total operational holdings, have often too small holdings to generate sufficient income to support a family. They suffer serious disadvantages in marketing and distribution due to smaller outputs, fragmented holdings and distance from markets.

(b) and (c) The National Sample Survey Organization (NSSO) conducted Situation Assessment Survey of Farmers during 2003 in the rural areas to collect information, *inter alia*, on receipts and expenses relating to cultivation, farming of animals, non-farm business and wages. The survey provides a comprehensive socio-economic study of the Indian farmers covering educational level, level of living, farming practices, possession of productive assets, awareness and resource availability, indebtedness etc.

The average monthly income per farmer household at all India level during the year 2002-03 was Rs. 2115. The average monthly per farmer household income by source in each of the major States during 2002-03 is \$\$\$ the enclosed Statement.

(d) Diesel subsidy scheme is not yet announced for 2014-15.

(e) No, Madam.

### Statement

*Average Monthly Income (Rs.) of Farmer Household from Different Sources State-wise and at All India level*

State	Cultivation	Wages	Farming of Animals	Non-farm Business	Total
Andhra Pradesh	743	643	93	155	1634
Assam	1792	973	141	255	3161
Bihar	846	497	265	202	1810
Chhattisgarh	811	709	-3	101	1618
Gujarat	1164	925	455	140	2684
Haryana	1494	1268	-236	356	2882
Jammu and Kashmir	2426	2060	382	620	5488
Jharkhand	852	924	86	207	2069
Karnataka	1266	1051	131	168	2616
Kerala	1120	2013	154	717	4004
Madhya Pradesh	996	560	-227	101	1430
Maharashtra	1263	799	144	257	2463
Odisha	336	573	16	137	1062
Punjab	2822	1462	236	440	4960
Rajasthan	359	931	5	203	1498
Tamil Nadu	659	1105	110	198	2072
Uttar Pradesh	836	559	53	185	1633
West Bengal	737	887	77	378	2079
All India	969	819	91	236	2115

Source; NSSO: Situation Assessment Survey of Farmers 2003

[English]

### **NPR Smart Card**

747. SHRI ASADUDDIN OWAISI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal to introduce National Population Register (NPR) Smart Card to replace the Aadhaar Card;

(b) if so, the rationale behind issuing NPR card and the expenditure likely to be incurred for the purpose; and

(c) the steps taken by the Government to ensure that the process of issuing NPR Card is foolproof and the card is not misused for the purpose of availing subsidy?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) The Citizenship Act, 1955 provides that the Central Government may compulsorily register every Citizen of India and issue National Identity Card to him. Accordingly, Government has decided to create National Register of Indian Citizens (NRIC) by verifying citizenship status of all persons in the National Population Register (NPR) and issue National Identity Cards to all the Citizens of India.

(b) The issuance of National Identity Card to Citizen is a statutory requirement under the Citizenship Act, 1955. The financial proposals are being put up to the competent authority for approval.

(c) Citizenship Act, 1955 and the Citizenship (Registration of Citizens and Issue of National Identity Cards) Rules, 2003 have already laid down the guidelines to be followed for determination of Citizenship status and which have been tested during the pilot project on Multi-purpose National Identity Card (MNIC).

### **Missing of Sound Barrier Sheets**

748. PROF. SAUGATA ROY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Delhi Police has received any complaints from the Public Works Department of the Government of the National Capital Territory of Delhi regarding missing/theft of costly sound barrier sheets installed along the sides of the flyovers in Delhi; and

(b) if so, the details thereof along with the action taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) No incident of missing/theft of costly sound barrier sheets installed along the sides of the flyovers in Delhi has been registered by Delhi Police during the last three years 2011, 2012, 2013 and current year 2014 (upto 30.06.2014).

### **Shortage of Essential Drugs**

749. SHRI P.K. BIJU: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the essential/scheduled drugs are being sold at exorbitant rates due to shortage/insufficient supply of such drugs in the country;

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

(c) whether there is any mechanism in place to monitor the stock/availability of essential/scheduled drugs from time to time;

(d) if so, the details thereof along with the estimated stock/production of these drugs in the country; and

(e) the steps taken/proposed to be taken by the Government for ensuring supply /production of essential/scheduled drugs in adequate quantity to the consumers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI NIHAL CHAND): (a) to (e) All the medicines specified in the National List of Essential Medicines 2011 (NLEM) have been included in Schedule I of Drugs (Prices control) Order, 2013 (DPCO, 2013) and are under price control. There are 680 NLEM medicines and out of these, National Pharmaceutical Pricing Authority (NPPA) has fixed / notified the ceiling prices in respect of 440 medicines upto 30th June, 2014 under provisions of the said order.

NPPA regularly monitors shortages & availability of drugs on the basis of monthly reports received from State Drugs Control Administration and also complaints, if any, received from NGOs, individuals etc. On receipt of such reports, NPPA immediately takes up the matter with the concerned manufacturer and advice them to rush the

stock in the affected area. NPPA has not received any specific report that due to shortage / insufficient supply, life-saving drugs are being sold at exorbitant rates.

DPCO, 2013 vide its para 21(1) provides for monitoring the availability of essential medicines included in its First Schedule. The manufacturer of scheduled formulations and the Active Pharmaceutical Ingredients contained in the scheduled formulations are required to furnish the details relating to production and sale in the specified Proforma *i.e.* Form-III of the said order on Quarterly basis. The drug-wise estimated stock / production is not available. But, under para 21 of DPCO,2013 no manufacturer of scheduled drug can discontinue production without prior approval.

[[Translation]

### Cultural Programmes

750. SHRI HARISHCHANDRA CHAVAN:

SHRI B.V. NAIK:

Will the Minister of CULTURE be pleased to state:

(a) whether the Government conducts cultural programmes for promotion and development of arts and culture in various cities and towns of the country;

(b) if so, the details thereof;

(c) the details of these programmes and funds allocated/released and expenditure incurred for the purpose during each of the last three years and current year, State/UT-wise;

(d) whether these programmes were well appreciated by the audience; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) Yes, Madam

(b) and (c) The details of the year-wise, State/UT wise programmes undertaken throughout the country by all Zonal Cultural Centres (ZCCs) during the last three years and current year as on 30.06.2014 are given in the enclosed Statement.

The details of funds released and expenditure incurred by all ZCCs for the purpose are as under:

(Rs. in Lakh)

Sl. No.	Year	Funds	Expenditure incurred released by ZCCs
1.	2011-12	3760.73	2663.64
2.	2012-13	2159.15	2525.99
3.	2013-14	4246.22	3522.54
4.	2014-15	1566.66	313.63
(as on 30.06.2014)			

(d) and (e) The programmes have generally been well received.

### Statement

*Numbers of Festival and Programmes Conducted by Seven Zonal Cultural Centres State/UT and Year Wise (as on 30th June, 2014)*

S. No.	Name of States/UTs		No. of festivals and Programme			
	States		2011-12	2012-13	2013-14	2014-15
1	2		3	4	5	6
1.	Andhra Pradesh		13	34	12	-
2.	Arunachal Pradesh		07	09	01	01
3.	Assam		14	31	29	04
4.	Bihar		21	16	28	-

1	2	3	4	5	6
5.	Chhattisgarh	14	49	05	-
6.	Goa	16	14	15	-
7.	Gujarat	14	14	16	02
8.	Haryana	23	18	18	02
9.	Himachal Pradesh	17	09	16	08
10.	Jammu and Kashmir	04	11	17	-
11.	Jharkhand	06	4	06	-
12.	Karnataka	04	33	17	-
13.	Kerala	11	06	21	02
14.	Madhya Pradesh	40	70	19	06
15.	Maharashtra	54	86	34	09
16.	Manipur	10	09	10	-
17.	Meghalaya	10	10	06	-
18.	Mizoram	10	06	07	-
19.	Nagaland	18	28	28	09
20.	Odisha	60	42	53	06
21.	Punjab	38	30	43	12
22.	Rajasthan	107	85	69	17
23.	Sikkim	07	10	05	01
24.	Tamil Nadu	69	71	55	16
25.	Tripura	12	10	08	02
26.	Uttar Pradesh	83	68	72	15
27.	Uttarakhand	19	11	06	02
28.	West Bengal	398	148	171	14
Union Territories					
29.	Andaman and Nicobar Islands	03	04	06	-
30.	Chandigarh	46	56	81	06
31.	NCT of Delhi	11	11	08	
32.	Daman and Diu and Dadra and Nagar Haveli	13	12	12	01
33.	Lakshadweep	01	—	--	-
34.	Pudhucherry	05	07	13	-
Total		1178	1022	907	135



**Livestock Census**

751. SHRI RAJU SHETTY:

SHRI VIRENDER KAHYAP:

Will the Minister of AGRICULTURE be pleased to state:

(a) The actual break-up of cows, buffaloes, sheep, goats, etc. during the last livestock census;

(b) Whether the population of local indigenous breed of cows in the country is decreasing over the last three years;

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

(d) Whether there is large scale demand of Indian cows in other countries;

(e) If so, the steps taken by the Government to export these cows to other countries: and

(f) The steps taken/proposed to be taken by Government to scientifically breed indigenous/native cows in the country?

THE MINISTER OF IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (Dr. SANJEEV BALYAN): (a) As per the Livestock Census-2007, the breakup of cattle, buffaloes, sheep, goats etc in the country is given the table below:

Category	18th Livestock Census-2007 (Figures in)
1	2
Cattle-Male	83623
Cattle-Female	115452
Total Cattle	199075
Buffaloes	105343
Yak	83
Mithun	264
Sheep	71558
Goat	140537
Pig	11134
Horses & Ponies	611

1	2
Mule	137
Donkeys	438
Camel	517
Total Livestock	529698

(b) and (c) The number of livestock including indigenous cattle are enumerated quinquennially through livestock censuses. The number of indigenous female cattle (cows) has increased from 82.96 million numbers in 2003 to 89.24 million numbers in 2007.

(d) and (e) There is no substantial demand for Indian cows in other countries except Nepal, a neighboring country. The export of animals is allowed only for breeding purposes and the department has framed guidelines for import and export of germplasm. Further, export of cows is under restricted list as per EXIM Policy of Government of India and requires license from the Director General of Foreign Trade (DGFT).

(f) Government is implementing the following schemes to scientifically breed indigenous/native cows in the country:

1. National programme for Bovine Breeding and Dairy Development
2. National Dairy Plan-1
3. Central Cattle Breeding Farms (CCBFs)
4. Central Frozen Semen Production and Training Institute (CFSP&TI)
5. Central Herd Registration Scheme (CHRS)

[English]

**Target for Farm Growth**

752. SHRI ADHALRAO PATIL SHIVAJIRAO:

SHRI DHARAMBIR:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether Agri-experts in the country have recently expressed concern over the sluggish growth rate of farm sector;

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

(c) whether the Government has set any target for increasing growth rate of agriculture during the 12th Five Year Plan and if so, the details thereof;

(d) whether the Government proposes to conduct a mid-term appraisal of the said Plan to achieve set growth rate of agriculture sector; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) No, Madam.

(b) Doesn't arise.

(c) During the 12th Five Year Plan, the growth rate of Agriculture has been targeted at 4%.

(d) and (e) The mid-term appraisals of five year plans are conducted in consultation with Planning Commission to achieve targeted growth rate.

#### **Distribution of Seeds, Pesticides, Fertilisers to Farmers**

753. SHRI JOSE K. MANI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has received any proposal from Kerala regarding free distribution of seeds, pesticides, fertilizers, etc. to its farmers;

(b) if so, the details thereof;

(c) whether the Government has any mechanism to check the escalating prices of seeds, pesticides and fertilizers in the country; and

(d) if so, the details thereof along with the steps taken by the Government to keep the prices of seeds, pesticides and fertilizers under control?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) No, Madam.

(b) Does not arise.

(c) and (d) There is no provision in the existing seed legislation to regulate the seed prices. However, production and distribution of seeds of major crops are mostly undertaken by PSUs which ensure a reasonable price for seeds to the farmers.

Pesticides market is largely industry driven, and the prices are market regulated.

In fertilizer sector, the Maximum Retail Price (MRP) of urea is statutorily fixed by the Government and sold to farmers at a subsidized rate. At present, the MRP of Rs. 5360 per MT (Plus sales tax and other local taxes wherever levied) with effect from 1st November, 2012.

#### **Production of Rice and Wheat**

754. SHRI NISHIKANT DUBEY:

SHRI MEKEPOTI MOHAN REDDY:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the current production of rice and wheat is sufficient to meet the growing demand in the country;

(b) if so, the details of demand and consumption pattern of rice and wheat during each of the last three years and the current year, crop and State/UT-wise; and

(c) the steps taken/incentive given to the farmers by the Government to increase the production of these staple crops to feed the growing population of the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) and (b) As indicated in the table below, the production of rice and wheat in the country during 2011-12 to 2013-14 has been in excess of their demand projected by the Sub-Group of Planning Commission for 12th Five Year Plan:-

(Million Tonnes)

Year	Projected Demand		Estimated Production	
	Rice	Wheat	Rice	Wheat
2011-12\$	98.79	77.36	105.30	94.88
2012-13	105.00	82.00	105.24	93.51
2013-14*	106.00	84.00	106.29	95.85

\$ Demand of rice and wheat as projected by Planning Commission's Sub-Group for 11th Five Year Plan.

\* Production as per 3rd Advance Estimates for 2013-14.

State wise demand of rice and wheat has not been worked out by Planning Commission. State-wise details of consumption of rice and wheat during 2011-12 to 2013-14, based on their per capita consumption as per Consumer Expenditure Survey of National Sample Survey Office (NSSO) are given in the enclosed Statement. Production estimates of rice and wheat for 2014-15 have not been prepared so far.

(c) To increase the production of rice and wheat in the country, Government of India has been implementing

Crop Development Schemes/Programmes such as National Food Security Mission, Rashtriya Krishi Vikas Yojana and Bringing Green Revolution to Eastern India (BGREI) as a Sub-scheme of RKVY.

Further, to increase productivity of crops, Indian Council of Agricultural Research (ICAR) is conducting research programmes on basic and strategic research related to different aspects of crop improvement, crop production and crop protection in different crops at ICAR's commodity based research institutes.

### **Statement**

#### *State-Wise Consumption of Rice and Wheat During 2011-12 to 2013-14*

States	Total Consumption ('000 Tonnes)					
	Rice			Wheat		
	2011-12	2012-13	2013-14	2011-12	2012-13	2013-14
1	2	3	4	5	6	7
Andaman and Nicobar Islands	50	51	53	7	7	7
Andhra Pradesh	10218	10340	10460	236	238	241
Arunachal Pradesh	176	177	178	5	5	6
Assam	4333	4403	4473	86	89	91
Bihar	7155	7294	7429	1392	1411	1429
Chandigarh	32	34	35	198	208	218
Chhattisgarh	2994	3043	3091	240	247	253
Dadra and Nagar Haveli	26	27	27	12	14	15
Daman and Diu	15	16	17	5	5	5
Delhi	287	294	302	2306	2377	2450
Goa	134	138	141	37	39	40
Gujarat	1268	1288	1308	2703	2759	2815
Haryana	252	257	263	1719	1772	1826
Himachal Pradesh	328	332	336	106	108	110
Jammu and Kashmir	1191	1210	1229	260	266	271
Jharkhand	2948	3002	3057	692	704	717
Karnataka	3910	3956	4001	573	583	594
Kerala	3009	3038	3067	165	166	167

1	2	3	4	5	6	7
Lakshadweep	6	6	6	0	0	0
Madhya Pradesh	1742	1778	1815	3716	3791	3867
Maharashtra	3993	4053	4111	5232	5346	5460
Manipur	405	412	419	1	1	1
Meghalaya	315	320	324	3	3	3
Mizoram	148	150	152	1	1	1
Nagaland	348	354	360	0	0	0
Odisha	6010	6077	6142	188	192	196
Puducherry	148	154	161	16	17	17
Punjab	306	310	314	2021	2069	2116
Rajasthan	240	245	250	3420	3480	3540
Sikkim	68	70	71	2	2	2
Tamil Nadu	7082	7091	7097	473	485	497
Tripura	560	569	577	5	5	5
Uttar Pradesh	9401	9624	9846	7745	7921	8099
Uttaranchal	517	526	535	371	380	389
West Bengal	9494	9611	9725	936	947	957
All- India	79422	80711	81982	36112	36853	37598

Note: Consumption of rice and wheat is based on per capita consumption during 2009-10 as per Consumer Expenditure Survey of NSSO and Mid-Year Population as projected by Office of Registrar General of India (RGI).

[*Translation*]

#### **Regularisation of Sale and Purchase of Acid**

755. SHRI HANSRAJ GANGARAM AHIR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is taking any steps to check the sale and purchase of acid in view of the rising acid attacks on women in the country;

(b) if so, the details thereof;

(c) whether the Government has any regulation for wholesale, retail sale and purchase of acid;

(d) if so, whether the laws and rules laid down by the Government imposing ban on the sale of acid are being violated openly in the markets in the country; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) to (c) As per direction of the Hon'ble Supreme Court in the W.P. (CrI) no. 129 of 2006; *Laxmi vs. Union of India* a draft "Poisons Possession and Sales Rules 2013 to be formulated by the States/UTs has been sent on 30th August, 2013, along with an advisory on measures to be taken to prevent acid attack on people and free treatment and rehabilitation. A copy of the the advisory is available in Ministry of Home Affairs website [http://www.mha.nic.in/sites/upload\\_files/mha/files/AdvisoryAfterSupremeCourtOrderInLaxmCase\\_Short.pdf](http://www.mha.nic.in/sites/upload_files/mha/files/AdvisoryAfterSupremeCourtOrderInLaxmCase_Short.pdf) The advisory also directed the States and Union Territories,

where rules to regulate sale of acid and other corrosive substances are not operational, until such rules are framed and made operational, the Chief Secretaries of the concerned States/Administrators of the Union Territories shall ensure the compliance of the following directions with immediate effect:

- (i) Over the counter, sale of acid is completely prohibited unless the seller maintains a log/register recording the sale of acid which will contain the details of the person(s) to whom acid(s) is/are sold and the quantity sold. The log/register shall contain the address of the person to whom it is sold.
- (ii) All sellers shall sell acid only after the buyer has shown:
  - (a) A photo ID issued by the Government which also has the address of the person;
  - (b) Specifies the reason/purpose for procuring acid.
- (iii) All stocks of acid must be declared by the seller with the concerned Sub-Divisional Magistrate (SDM) within 15 days.
- (iv) No acid shall be sold to any person who is below 18 years of age.
- (v) In case of undeclared stock of acid, it will be open to the concerned SDM to confiscate the stock and suitably impose fine on such seller up to Rs. 50,000/-
- (vi) The concerned SDM may impose fine up to Rs. 50,000/- on any person who commits breach of any of the above directions.

The educational institutions, research laboratories, hospitals, Government Departments and the departments of Public Sector Undertakings, who are required to keep and store acid, shall follow the following guidelines:

- (i) A register of usage of acid shall be maintained and the same shall be filed with the concerned SDM.
- (ii) A person shall be made accountable for possession and safe keeping of acid in their premises

- (iii) The acid shall be stored under the supervision of this person and there shall be compulsory checking of the students / personnel leaving the laboratories/place of storage where acid is used.

(d) and (e) As per the provisions of Poisons Act 1919, The Poisons Possession and Sale Rules, 2013 are to be formulated and enforced by the States/UTs. The formulation of the rules is being monitored by Hon ble Supreme Court directly. However, Ministry of Home Affairs is also pursuing the States / UTs to expedite the formulation and effectively implement the rules and interim measures as enumerated in the aforesaid advisory.

*[English]*

#### **Developing Karadi Dhama**

756. SHRI B. SRIRAMULU: Will the Minister of TOURISM be pleased to state:

- (a) whether Karadi Dhama in Karnataka is a popular tourist destination;
- (b) if so, the details thereof;
- (c) whether the Government has any plan to improve connectivity and tourist infrastructure in the area to boost tourism; and
- (d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) to (d) The Dharoji Bear Sanctuary locally known as Karadi Dhama, close to the World Heritage site Hampi is a popular tourist destination. Apart from sloth bears this area gives shelter to other animals and birds, including leopards, hyenas, wolves, jackals, wild boars, peacocks, snakes etc. An average of 40,000 tourists visit this sanctuary every year.

The Ministry of Tourism, Government of India sanctioned Central Financial Assistance (CFA) of Rs. 339.77 lakh in the year 2009-10 to the Department of Tourism, Government of Karnataka for the project 'Development of Eco Tourism Resort facilities at Dharoji Bear Sanctuary, Hampi' under the Product Infrastructure Development of Destinations and Circuits (PIDDC)

Scheme. As a part of this project construction of Reception, Kitchen, Golghar, Log Huts, Tents, Toilets, Chain Link Fencing, Landscape, Electrical Infrastructure Works were taken up and completed.

#### **Setting Up of Food Testing Laboratories**

757. SHRI SHRIRANG APPA BARNE: Will the MINISTER OF FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government has provided any financial assistance for setting up/up-gradation of food testing / quality control laboratories under the Plan. Scheme for Quality Assurance to various stakeholders such as Government of Academic Bodies, Industry Associations and Non-Governmental Organisation to promote food processing industries across the country;

(b) if so, the details of the financial assistance provided to such bodies/organisations to promote food processing industries in the country during each of the last three years and the current year;

(c) whether there is any mechanism to check the utilisation of funds by the non-governmental organisations (NGOs);

(d) if so, whether any complaint has been received by the Government in regard to mis-utilisation of funds by NGOs; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) The Ministry of Food Processing Industries provides financial assistance for setting up/up-gradation of food testing / quality control laboratories under the plan scheme for Quality Assurance, Codex Standards and Research & Development and Other Promotional Activities. Central/State Government and its organisations / universities (including Government owned deemed universities) and all other implementing agencies/ private sector organisations/ universities including deemed universities are eligible for assistance as per the guidelines of the scheme.

In order to ensure better and more effective utilization of funds, implementation of the Food Testing

Laboratory (FTL) Scheme has been entrusted to Indian Council of Agricultural Research (ICAR) under the Ministry of Agriculture, Department of Agricultural Research & Education (DARE) during the 12th Plan with effect from 01.04.2012. Proposals received up-to 31.03.2012 are dealt with by the Ministry.

(b) The details of financial assistance provided under the scheme during each of the last three years and the current year are given in the enclosed statement.

(c) to (e) Non - Governmental Organisations have not been given any financial assistance under the scheme during last three years.

#### **Statement**

S. No.	Year	No. of Projects Assisted*	Total Grant-in-aid released (Rs.in Lakh)*
1.	2011-12	26	1738.53
2.	2012-13	10	859.44
3.	2013-14	26	2472.55
4.	2014-15 (Upto 10.07.14)	04	293.98
<b>Total</b>		<b>66</b>	<b>5364.50</b>

\* This includes ongoing projects also.

[Translation]

#### **National Investigation Agency**

758. MOHAMMED FAIZAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of branches/units of the National Investigation Agency (NIA) functioning at present/proposed to be set up in the country, location and State-wise;

(b) the details of cases being investigated by the NIA since its inception along with the present status of the cases, State-wise including Kerala;

(c) whether the Government has reviewed the functioning of the NIA in the country;

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

(e) the measures being taken by the Government to make NIA more effective?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) The National Investigation Agency (NIA) is functioning with its Headquarters at New Delhi and branch offices at Hyderabad (Andhra Pradesh), Guwahati (Assam), Kochi (Kerala), Lucknow (Uttar Pradesh) and Mumbai (Maharashtra). Setting up of a new branch office of the Agency at Kolkata (West Bengal) has been approved by the Ministry of Home Affairs on 15th May 2014.

(b) As per the information made available by the National Investigation Agency, 82 cases have been investigated/are being investigated by the Agency since

its inception. The present status of the cases is given in the enclosed statement.

(c) to (e) The functioning of NIA is reviewed periodically at the level of Home Minister/Home Secretary. The last review was undertaken on 10\* December, 2013. Pursuant to the review following decisions were taken for strengthening of NIA and conveyed to the Agency: -

- (i) Setting up of new branch at Kolkata and creation of 81 new posts vide order dated 15.05.2014.
- (ii) Creation of one centralized fugitive tracking units at NIA with the already sanctioned strength.
- (iii) Purchase of 157 vehicles to strengthen operational capabilities of the Agency.

#### **Statement**

##### *The Present status of Cases:-*

S. No.	NIA Case No.	State	* Status of the Case
1.	RC-01/2009/NIA/DLI DHD (J) Case Guwahati	Assam	Under Trial. (Partial Judgment - 1 accused convicted and released after serving sentence)
2.	RC-02/2009/NIA/DLI DHD (J) Case N C Hills	Assam	Under Trial. (Partial Judgment - 1 accused convicted and released after serving sentence)
3.	RC-03/2009/NIA/DLI FICN (Terror Funding) case Mumbai	Maharashtra	Trial completed, 6 accused convicted.
4.	RC-04/2009/NIA/DLI Headley Case	Maharashtra and Delhi	Charge Sheeted/Further investigation
5.	RC-05/2009/N1A/DLI Kozhikode Bus Stand Bomb Blast Case	Kerala	Trial completed, 2 accused convicted and 2 acquitted.
6.	RC-06/2009/N1A/DL1 Kozhikode Bus Stand Bomb Blast Case	Kerala	Trial completed, 2 accused convicted and 2 acquitted.
7.	RC-07/2009/NIA/DLI Bomb Blast at Margao, Goa	Goa	Trial completed, Ended in acquittal, Petition filed in the High Court
8.	RC-08/2009/NIA/DLI Bomb Blast at Margao, Goa	Goa	Trial completed, Ended in acquittal, Petition filed in the High Court
9.	RC-01/2010/NIA/DLI Activities of NSCN-IM	Delhi and Nagaland	Under Trial
10.	RC-02/2010/NIA/DLI Activities of LeT in Kerala	Kerala	Trial completed. 13 accused convicted and 05 acquitted.

S. No.	NIA Case No.	State	* Status of the Case
11.	RC-03/2010/NIA/DLI SIMI Case	Kerala	Under Trial
12.	RC-04/2010/NIA/DLI SIMI Terror Training Camp Case	Kerala	Under Trial
13.	RC-05/2010/NIA/DLI Kalmassery Bus Burning Case	Kerala	Under Trial
14.	RC-06/2010/NIA/DLI KYKL Organization Siliguri Case	West Bengal	Under Trial
15.	RC-07/2010/NIA/DLI Modasa Town Bomb Blast Case	Gujarat	Under Investigation
16.	RC-08/2010/NIA/DLI Illegal possession of Arms and explosive materials Zia-ul-Haq operative of LeT	Andhra Pradesh	Trial completed, 1 accused convicted.
17.	RC-09/2010/NIA/DLI Samjhauta Express Bomb Blast Case	Haryana	Under Trial
18.	RC-10/2010/NIA/DLI Anti National Activities of UNLF of Manipur	Assam	Under Trial
19.	RC-11/2010/NIA/DLI Activities of IM	West Bengal	Under investigation
20.	RC-01/2011/NIA/DLI Hand Chopping case of Prof. T. J. Joseph at Muvattupuzha, Kerala	Kerala	Under Trial
21.	RC-02/2011/NIA/DLI Mecca Mosque Bomb Blast case	Andhra Pradesh	Under Trial
22.	RC-03/2011/NIA/DLI Malegaon-I Bomb Blast Case	Maharashtra	Charge sheeted/Further investigation.
23.	RC-04/2011/NIA/DLI Ajmer Sharif Bomb Blast Case	Rajasthan	Charge sheeted/Further investigation.
24.	RC-05/2011/NIA/DLI Malegaon-II Bomb Blast Case	Maharashtra	Under investigation
25.	RC-06/2011/NIA/DLI Terror Funding Lodhi Road, New Delhi	Delhi	Under Trial
26.	RC-07/2011/NIA/DLI Funding of FICN to terrorist outfits in Janipur, Jammu and Kashmir	Jammu and Kashmir	Under Trial
27.	RC-08/2011/NIA/DLI Sunil Joshi Murder Case	Madhya Pradesh	Investigation completed
28.	RC-09/2011/NIA/DLI Delhi Bomb Blast Case-II	Delhi	Under Trial



S. No.	NIA Case No.	State	* Status of the Case
29.	RC-10/2011/NIA/DLI Delhi Bomb Blast Case-I	Delhi	Under investigation
30.	RC-II/2011/NIA/DLI Delhi, Jammu and Kashmir Terror Funding	Delhi and Jammu and Kashmir	Charge Sheeted/Further investigation
31.	RC-12/2011/NIA/DLI Delhi, Jammu and Kashmir Terror Funding	Delhi and Jammu and Kashmir	Closure Report submitted
32.	RC-01/2012/NIA/DLI Activities of CPI (Maoist) Case	West Bengal	Charge sheeted/further investigation
33.	RC-02/2012/NIA/DLI Death of BSF Officer	Odisha	Charge sheeted/further investigation
34.	RC-03/2012/NIA/DLI Recovery of Comn Sets and war like stores from Maoists	Odisha	Under investigation
35.	RC-04/201,2/NIA/DLI Activities of LeT Case	Delhi & Maharashtra	Charge sheeted/Further investigation
36.	RC-05/2012/NIA/DLI Activities of BKI	Punjab	Under investigation
37.	RC-06/2012/NIA/DLI Activities of IM Case	Delhi	Charge sheeted/further investigation
38.	RC-07/2012/NIA/DLI Smuggling of FICN, Arms and Ammunition	Punjab	Charge sheeted/further investigation. (Partial Judgment - One Juvenile accused convicted).
39.	RC-08/2012/NIA/DLI Activities of CPI (Maoists) in Jharkhand	Jharkhand	Investigation completed.
40.	RC-01/2013/NIA/DLI Activities of CPI (Maoists) in Aurangabad	Bihar	Under investigation
41.	RC-02/2013/NIA/DLI Illegal import of Night Vision Devices Case	Delhi	Charge sheeted/Further investigation
42.	RC-03/2013/NIA/DLI Conspiracy to carry out Fidayeen terrorist attacks on undisclosed vital installation (Liyaaqat Ali) Case	Delhi	Under investigation
43.	RC-04/2013/NIA/DLI Killing of Indian fishermen -Italian Marines Case	Kerala	Under investigation
44.	RC-05/2013/NIA/DLI Seizure of Cylindrical shaped metallic devices and Hexagonal shaped metallic from CPI (Maoists) West Bengal	West Bengal	Under investigation
45.	RC-06/2013/NIA/DLI CPI (Maoists) attack on Congress workers	Chhattisgarh	Under investigation

S. No.	NIA Case No.	State	* Status of the Case
46.	RC-07/2013/NIA/DLI Bomb Blast at Gaya	Bihar	Charge sheeted/Further investigation
47.	RC-08/2013/NIA/DLI Bomb Blast at Gaya	Bihar	Charge sheeted/Further investigation
48.	RC-09/2013/NIA/DLI Bomb Blast at Gaya	Bihar	Charge sheeted/Further investigation
49.	RC-10/2013/NIA/DLI Patna Bomb Blast	Bihar	Charge sheeted/Further investigation
50.	RC-11/2013/NIA/DLI Patna Bomb Blast	Bihar	Charge sheeted/Further investigation
51.	RC-12/2013/NIA/DLI Activities of IM Case Jharkhand	Jharkhand	Under investigation
52.	RC-01/2014/NIA/DLI Ambush of CRPF Personnel	Jharkhand	Under investigation
53.	RC-02/2014/NIA/DLI FICN Case	Delhi	Under investigation
54.	RC-01/2011/NIA/GUW Activities of People's Liberation Army Case	Assam	Under trial
55.	RC-02/2011/NIA/GUW MLA Ambush Case	Manipur	Under investigation
56.	RC-03/2011/NIA/GUW Activities of Kangleipak Communist Party	Assam	Charge sheeted/Further investigation
57.	RC-01/2012/NIA/GUW Murder of Manipuri Couple	Manipur	Under investigation
58.	RC-02/2012/NIA/GUW PREPAK-UPPK	Manipur	Closure report submitted
59.	RC-03/2012/NIA/GUW Activities of People's Liberation Army	Manipur	Under investigation
60.	RC-04/2012/NIA/GUW PREPAK-UPPK	Manipur & Assam	Under investigation
61.	RC-01/2013/NIA/GUW NSCN (IM) nexus with Nagaland Police personal	Nagaland	Under investigation
62.	RC-02/2013/NIA/GUW Recovery weapons from Aizawal	Mizoram	Under investigation
63.	RC-03/2013/NIA/GUW Misappropriation of Government Arms for selling and supplying to the underground groups, Zunheboto Case	Nagaland	Under investigation
64.	RC-04/2013/NIA/GUW Anti Talk Faction of ULFA trying to review terrorist activities Case	Assam	Under investigation
65.	RC-01/2011/NIA/HYD Circulation of FICN Thaliparamaba case	Kerala	Charge sheeted/Further investigation
66.	RC-01/2012/NIA/HYD Circulation of FICN Malda case	West Bengal	Under Trial

S. No.	NIA Case No.	State	* Status of the Case
67.	RC-02/2012/NIA/HYD FICN Kozhikode Case	Kerala	Charge sheeted/Further investigation
68.	RC-03/2012/NIA/HYD Nedumabassery	Kerala	Charge sheeted/Further investigation
69.	RC-04/2012/NIA/HYD Activities of LeT Bangalore	Karnataka	Charge sheeted/Further investigation
70.	RC-01/2013/NIA/HYD Twin Bomb Blast at Hyderabad	Andhra Pradesh	Charge sheeted/further investigation
71.	RC-02/2013/NIA/HYD Twin Bomb Blast at Hyderabad	Andhra Pradesh	Charge sheeted/further investigation
72.	RC-03/2013/NIA/HYD Transmitting videos, sketches and photographs of Army Establishment by Thameem Ansari	Tamil Nadu	Under investigation
73.	RC-04/2013/NIA/HYD CPI Maoists in Kerala	Kerala	Under investigation
74.	RC-01/2014/NIA/HYD Recovery of unexploded pipe bomb in front of the House of Shri Narayansami	Puducherry	Under investigation
75.	RC-02/2014/NIA/HYD Espionage Case	Tamil Nadu	Under investigation
76.	RC-01/2013/NIA/KOC FICN Kasaragod	Kerala	Under investigation
77.	RC-02/2013/NIA/KOC FICN Kasaragod	Kerala	Under investigation
78.	RC-03/2013/NIA/KOC FICN Kasaragod	Kerala	Under investigation
79.	RC-04/2013/NIA/KOC FICN Kasaragod	Kerala	Under investigation
80.	RC-05/2013/NIA/KOC Activities of PFI/SDPI	Kerala	Charge sheeted/Further investigation
81.	RC-06/2013/NIA/KOC Manjeri FICN Case	Kerala	Under investigation
82.	RC-01/2013/NIA/MUM Activities of LeT in Nanded, Hyderabad and Bangalore Case	Maharashtra	Under investigation

\* Fresh cases are entrusted to NIA for investigation on regular basis. It is not practically possible to complete investigation of all cases at particular point of time. Some cases remain under investigation in any moment of time.

[English]

### **Eco-Tourism**

759. SHRI R. DHROVANARAYANA: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has identified/developed eco-adventure sports for the promotion of eco-tourism in the country;

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) The Ministry of Tourism has identified Eco tourism and Adventure tourism as important Niche

Tourism Products for development and promotion of tourism in the country.

(b) and (c) The development and promotion of various tourist destinations and tourism products is primarily the responsibility of the respective State Government/Union Territory (UT) Administration. The Ministry of Tourism, however, provides Central Financial Assistance (CFA) to the State Governments/UT Administrations for the tourism projects prioritised in consultation with them every financial year subject to

inter se-priority, availability of funds and adherence to the scheme guidelines.

A list of tourism projects having focus of Eco tourism and/or Adventure tourism for which CFA has been released during the last three years is given in the enclosed Statement.

The Ministry of Tourism also supports seminars, conference and events from time to time for promoting Eco tourism, Adventure tourism and other Niche Products.

### **Statement**

*List of Tourism Projects Having Focus on Eco Tourism and/or Adventure Tourism State Wise/UT Administration Wise Giving Details of Central Financial Assistance Sanctioned, Released and Utilised for Last Three Years i.e. 2011-12, 2012-13 & 2013-14*

(Rs. in lakhs)

S. NO.	YEAR	NAME OF THE PROJECT	Amount sanctioned	Amount released	Amount utilized
1	2	3	4	5	6
Andhra Pradesh					
1.	2011-12	Development of Eco-Tourism Centre at Orvakallu, Kurnool district	486.35	486.35	486.35
2.	2013-14	Development of Eco-Park at Kakinada, Andhra Pradesh	437.00	87.40	0.00
3.	2013-14	Development of Eco-Tourism Project at Alisagar, Nizamabad District, Andhra Pradesh	383.27	76.65	0.00
4.	2013-14	Development of Eco-Tourism Facilities at Coringa, East Godavari District in Andhra Pradesh	474.42	3.00	0.00
5.	2013-14	Development of Eco-Park at Kadiyam, East Godavari District, Andhra Pradesh.	295.56	3.00	0.00
6.	2013-14	Development of Tank Bund Parks in Khammam District, Andhra Pradesh	474.07	3.00	0.00
Arunachal Pradesh					
7.	2011-12	Construction of Eco-Tourism at Hukanjuri under Deomali Sub-Division.	487.93	390.34	487.93
8.	2012-13	Eco-Tourism at Kone Gipong area under Dambuk sub division of Lower Dibang Valley distt.	468.43	374.74	468.43

1	2	3	4	5	6
9.	2013-14	Development of Eco-Tourism Circuit at Loki-Partung-Taluak in East Siang District Arunachal Pradesh	791.31	158.26	0.00
		Jammu and Kashmir			
10.	2011-12	Creation of tourism infrastructure for day camping, eco tourism and pilgrim tourism at park Gatha, Khanitop, Seoj, Padri and at pilgrim destination at Bhaderwah in JK	466.57	373.25	93.31
11.	2012-13	Eco-Friendly Dev. of Shutkadi base camp to vishansat (High altitude Himmalyan lake) Jammu and Kashmir by Sonamarg Dev. Authority	406.37	325.09	81.27
		Karnataka			
12.	2013-14	Dev. of Eco-Tourism in the Northern Circuit (Bhadra Phase-M)	500.00	100.00	0.00
13.	2013-14	Dev. of Eco-Tourism resort at Apsarakonda in Honnavar Taluk, Uttara Kannada district	500.00	100.00	0.00
		Kerala			
14.	2013-14	Development of Eco-camping circuits and caravan parks in Kerala	593.06	5.00	0.00
		Maharashtra			
15.	2013-14	Development of Dhapewada/ Paradsinga as Eco-Tourism and Pilgrimage Center at Dhapewada, District, Nagpur in Maharashtra	780.17	156.03	0.00
16.	2013-14	Development of Bhandara-Gondia-Nagpur Eco Tourism as Mega Circuit in Maharashtra.	4532.66	25.00	0.00
		Manipur			
17.	2012-13	Ningthem Pukhri Imphal- Eco-Tourism complex, Imphal East Dist.	413.52	82.70	44.70
18.	2013-14	Integrated Tourist Destination of Eco-Tourism Complex at Mata Mualtam Hyde out Park, Churachandpur district	489.17	97.83	97.83
		Mizoram			
19.	2013-14	Development of Theme Park and Eco-Tourism at Lungleng Mizoram	800.00	160.00	0.00

1	2	3	4	5	6
	Nagaland				
20.	2013-14	Eco- Adventure and Culture Destination at Kuhuboto, Nagaland	500.00	100.00	68.00
	Uttar Pradesh				
21.	2011-12	Eco-Tourism at Shahpur, Sultanpur in Uttar Pradesh	226.65	181.32	181.32
	Uttarakhand				
22.	2011-12	Development of Eco-Tourism at Almora. Uttarakhand	490.80	392.64	395.27
23.	2011-12	Development of Eco-Tourism at Lansdowne, Uttarakhand	495.95	495.95	495.95
24.	2011-12	Development of Eco-Tourism at Sat Tal, Uttarakhand	494.79	395.83	409.96
25.	2011-12	Development of Nirmal Gangotri Eco-Tourism mega circuit at Uttarakhand	5000.00	2500.00	1750.77
26.	2011-12	Development of Eco Tourism at Abbott Mount, Dist. Champawat, Uttarakhand.	495.70	395.56	396.71
27.	2012-13	Development of Integrated Eco-Tourism Circuit (Bageshwar-Bajjnath-Loharkhet)in District Bageshwar in Uttarakhand.	800.00	640.00	640.00
28.	2013-14	Development of Water Sports and Eco Tourism at Maneri, Uttarkashi in Uttarakhand	498.22	99.64	0.00
29.	2013-14	Development of Eco Tourism around Holy Dargah of Hazrat Alauddin Ali Ahmed Al Sabir (Sabir Kaliyar) near Haridwar in Uttarakhand.	798.92	159.78	179.79
30.	2013-14	Development of Kurur-Nand Kesari Vaan/Wan-Bedni Jheel Heritage & Eco Tourism Circuit-Integrated Circuit Development for Eco & Adventure Tourism, Dist. Chamoli in Uttarakhand.	800.00	160.00	0.00
31.	2013-14	Development of Nauti-Kansawa-Chandpur- Garhi- Sem Heritage & ECO-Tourism Circuit in Uttarakhand.	800.00	160.00	0.00
32.	2013-14	Development of River Rafting Center, Eco Tourism and Adventure Center at Jaul Jibi, Dist. Pithoragarh in Uttarakhand.	499.54	99.90	0.00

1	2	3	4	5	6
33.	2013-14	Development of Day Safari Adventure & Eco-Tourism Circuit, Sitabani, Ramnagar in Uttarakhand.	799.32	159.86	0.00
34.	2013-14	Development of Ramnagar-Kosi Eco-Tourism Circuit between Ramnagar and Nainital in Uttarakhand	799.05	159.81	0.00
35.	2013-14	Development of Dugadda-Sendhikhal-Vatanvasa Eco Tourism Circuit, Dist. Pauri in Uttarakhand.	799.78	159.96	0.00
36.	2013-14	Infrastructure Development at Kausani-Someshwar- Tea Estate as an Eco-Tourism and Tea Tourism Circuit, District Almora in Uttarakhand.	799.84	159.97	0.00
37.	2013-14	Development of River Rafting Center and Eco- Tourism Destination, Tons River Valley, Mori, Dist. Uttarkashi in Uttarakhand.	499.02	99.80	0.00
38.	2013-14	Development of Eco- Tourism at Back Waters of Tehri Lake in Uttarakhand	498.79	99.76	0.00
	West Bengal				
39.	2011-12	Destination Tourism Project at Sunderbans, 24 Parganas (South)	488.53	390.82	0.00

#### Allocation of Funds Under PMs Scheme

760. SHRI ANTO ANTONY: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the amount allocated to various States under the Post Matric Scholarship (PMS) Scheme for the students belonging to Other Backward Classes (OBCs) community during each of the last three years, State-wise;

(b) whether the Government has received any representation from Kerala regarding inadequate allocation of Central assistance under the aforesaid scheme;

(c) if so, the details thereof;

(d) whether the Government is likely to enhance the Central assistance to Kerala under the PMS Scheme; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) The details of the amount allocated to various states/UTs for the last three years pertaining to the Post Matric Scholarship for OBC students is given in the enclosed statement.

(b) Yes

(c) During the year 2011-12 vide letter no. 10785/PM/II/SCSTDD dated 08/8/2011, in 2012-13 vide letter no. 1048/A2/2012/BCDD dated 21/6/2012 and in 2013-14 vide letter no. BCDD/A3/422/13(I) dated 16/7/2013, the State Government demanded more than the Allocated funds.

(d) Any additional expenditure incurred by a State/UT beyond the level of Central Assistance according to the Scheme guidelines may be considered

for reimbursement by the Central Government, to the extent of availability of savings (mainly from States which are not able to fully avail of their notional allocation, for any reason), towards the end of a financial year. Hence

enhancement of Central Assistance to Kerala under the PMS Scheme depends upon the amount of saving towards the end of financial year 2014-15.

(e) Does no arise.

**Statement**

*Allocation of Funds Under PMS Scheme for OBC Students.*

Rs. In lakh

S. No.	State/UTs	Notional Allocation 2011-12	Notional Allocation 2012-13	Notional Allocation 2013-14
1	2	3	4	5
1.	Andhra Pradesh	3545.00	4144.00	5980.00
2.	Bihar	4344.00	5079.00	7328.00
3.	Chhattisgarh	1067.00	1248.00	1800.00
4.	Goa	63.00	73.00	106.00
5.	Gujarat	2528.00	2955.00	4264.00
6.	Haryana	1063.00	1243.00	1793.00
7.	Himachal Pradesh	289.00	338.00	487.00
8.	Jammu and Kashmir	523.00	612.00	882.00
9.	Jharkhand	1381.00	1615.00	2330.00
10.	Karnataka	2557.00	2990.00	4314.00
11.	Kerala	1398.00	1634.00	2358.00
12.	Madhya Pradesh	3038.00	3552.00	5125.00
13.	Maharashtra	4704.00	5500.00	7935.00
14.	Odisha	1754.00	2050.00	2958.00
15.	Punjab	1159.00	1355.00	1956.00
16.	Rajasthan	2871.00	3357.00	4843.00
17.	Tamil Nadu	3018.00	3528.00	5090.00
18.	Uttar Pradesh	8354.00	9766.00	14092.00
19.	Uttarakhand	423.00	494.00	713.00
20.	West Bengal	3821.00	4467.00	6446.00
21.	Andaman and Nicobar Islands	11.00	11.00	11.00
22.	Dadra and Nagar Haveli	17.00	17.00	17.00
23.	Daman and Diu	11.00	11.00	11.00



1	2	3	4	5
24. Chandigarh		61.00	61.00	61.00
25. Delhi		93.00	93.00	93.00
26. Puducherry		7.00	7.00	7.00
27. Assam		4422.00	5159.00	7370.00
28. Manipur		383.00	446.00	638.00
29. Tripura		510.00	595.00	850.00
30. Sikkim		85.00	100.00	142.00
Total:		53500.00	62500.00	90000.00

### Old Age Homes

761. SHRI RAVNEET SINGH: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the number of older persons admitted into old age homes have increased in recent years;

(b) if so, the details thereof;

(c) whether the Government provides grants to the States to set up old age homes in the States;

(d) if so, the details thereof along with the funds sanctioned and released during each of the last three years and the current year, State-wise; and

(e) the steps taken by the Government to set up more old age homes in the country?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): (a) No authentic data is available with the Ministry on the number of old age persons getting admitted into the old age homes in the country.

(b) Does not arise.

(c) and (d) Ministry is implementing a Central Sector scheme of Integrated Programme for Older Persons (IPOP) under which grants are given to Implementing agencies *i.e.* Panchayati Raj Institutions/Local bodies, Non-Government Voluntary Organizations, State Government autonomous/subordinate bodies, recognized education institutions, Youth Organizations

and in exceptional cases, State Governments/UT administrations for running and maintenance of old age homes. No grant is provided for construction of old age homes.

(e) The States/UTs have been requested from time to time to identify eligible Government organizations, Panchayati Raj Institutions and Non-Governmental Organisations and recommend adequate number of such proposals for assistance under the Scheme of IPOP.

[Translation]

### Promoting Film Tourism

762. SHRIMATI KAMLA PAATLE: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has recognised the potential of film tourism in the development of tourism in the country;

(b) if so, the details thereof;

(c) whether proposals regarding publicity and promotion of tourism based project including documentary films & T.V. commercials have been received from the State Government of Chhattisgarh;

(d) if so, the details thereof and the response of the Government in this regard;

(e) the time by which the said proposals are likely to be sanctioned; and

(f) the measures taken/being taken by the Government to promote film tourism in the country and the extent to which success has been achieved, so far?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRTPAD YESSO NAIK): (a), (b) and (f) The Ministry of Tourism has recognized films as a powerful tool for promotion of tourism destinations & locations and taken following steps to promote Film Tourism as an important Niche Tourism product:

- i. The Ministry of Tourism has formulated guidelines, for extending financial support to various State Governments/Union Territory (UT) Administrations, for promotion of Film Tourism. Under these guidelines, Central Financial Assistance (CFA) of Rs. 2.00 lakh per film can be extended for a maximum of five films which include Feature Films, Documentaries, Tele-films and Television Serials during each financial year to every State Government/UT Administration. The CFA is granted for meeting the costs of space hiring/filming charges, facilitation fee etc., payable by the Filming Unit to the State Governments, UT Administrations, Government agencies etc. The films for CFA are selected based on the potential exposure they can provide for promotion of tourism destinations and locations. These guidelines have been circulated to all State Governments/UT Administrations and have been uploaded on the official website of the Ministry of Tourism.
- ii. To establish India as a preferred filming destination and promote Film Tourism, the Ministry of Tourism and the Ministry of Information and Broadcasting entered into a Memorandum of Understanding (MOU) in February 2012, inter-alia, to promote Cinema of India as a sub brand of "Incredible India" at various international film festivals and markets abroad, develop synergy between tourism and the film industry and provide a platform for enabling partnerships between the Indian and global film industry.
- iii. To promote Film Tourism, the Ministry of Tourism and the Ministry of Information and Broadcasting during the year 2013-14 have jointly participated in the Cannes Film Festival and Market, International Film Festival of India (IFFI), Goa and Film Bazaar, Goa.

- iv. In January 2012, the Hon'ble Minister of Tourism wrote to the Chief Ministers of various State Governments/Administrators of various UT Administrations to recognize the potential of Film Tourism and constitute special bodies/cells to facilitate filming in the States/Union Territories.
- v. The Ministry of Tourism instituted a National Tourism Award in 2012 "Most Film Promotion Friendly State/UT" to encourage the State Governments and Union Territories to facilitate filming in their State/UT.

(c) to (e) A proposal of the State Government of Chhattisgarh namely 'Producing Tourism Documentary Film and TV Commercials' has been prioritised by the Ministry of Tourism for grant of Central Financial Assistance (CFA) during the financial year 2014-15.

*[English]*

#### **Feed and Fodder Development Scheme**

763. SHRI NARANBHAI BHIKHABHAI KACHHADIA: Will the Minister of AGRICULTURE be pleased to state:

- (a) whether Gujarat has submitted proposals amounting to Rs. 9071.4793 lacs during each of the last three years and the current year under the Centrally Sponsored Feed and Fodder Development Scheme;
- (b) if so, the number of proposals which have been sanctioned and the amount released so far; and
- (c) the time by which the pending proposals are likely to be sanctioned by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE, AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJIV BALYAN): (a) Yes, Madam. This Department has received the proposals for an amount more than of Rs. 9071.4793 lacs from the Gujarat State from 2011-12 to 2013-14 under the Centrally Sponsored Fodder and Feed Development Scheme. However, no proposal has been received from the State during 2014-15 till date.

(b) The details of funds sanctioned and released from 2010-11 to 2013-14 to Gujarat State on feed and fodder development is as under:

				(Rs in lacs)
Year	Name of the Department	Fund sanctioned	Fund released (year of release)	
2010-11	Animal Husbandry	630.43	300.00	(in 2010-11)
			330.43	(in 2011-12)
	Forest Department	250.00	250.00	(in 2010-11)
2011-12	Animal Husbandry	2076.083	1038.00	(in 2011-12)
			1038.083	(in 2012-13)
		125.63	125.63	(in 2012-13)
2013-14	Animal Husbandry	896.25	896.25	(in 2013-14)

(c) All the viable proposals have been approved and settled. For the rest of the proposa State Government vide this office letter dated 25.07.2013 and 27.03.2014 has been informed to submit the fresh proposals, treating the old left over proposals of 2010-11 and 2011-12 as filed/ withdrawn. Hence, release of balance funds does not arise.

[Translation]

#### Report of IHRO

764. SHRI SUNIL KUMAR SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has taken note of the report of the International Human Rights Organisation (IHRO) - Human Rights Watch indicating that the efforts of the Government of India for protection of women and children from crime has not been able to achieve the desired results; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) Ministry of Home Affairs is not aware of any such report.

As per data made available by the National Crimes Records Bureau (NCRB), the total number of cases registered on account of crimes against women for the year, 2011, 2012 and 2013 are 2,19,142, 2,32,528 and 2,28,650 respectively.

Ministry of Home Affairs has also taken several steps to strengthen the legislation and implementing agencies to contain incidents of crimes against women. The President of India on 2nd April, 2013 has consented to the Criminal Law (Amendment) Act 2013, which have come to force since 3rd Feb, 2013, on crimes against women. The government has amended various sections of the Indian Penal Code, the Code of Criminal Procedure and the Indian Evidence Act. It has enhanced punishment ifor crimes like rape, sexual harassment, stalking, voyeurism, acid attacks, indecent gestures like words and inappropriate touch etc. The new laws have provisions for increased sentence for rape convicts, including life-term and death sentence, besides providing for stringent punishment for offences such as acid attacks, stalking and voyeurism.

As per constitution of India, 'Police' and 'Public Order\*' being State subjects, the primary responsibility for preventing and combating the crimes against women lies with the State Governments. Ministry of Home Affairs has issued several advisories to States/UTs from time to time outlining the measures to be taken to curb incidents of crimes against women and is also maintaining constant contact with States / UTs in this regard. Periodic review meetings are held with States/UTs at the level of Chief Secretaries and Director General of Police to obtain feedback and assess the implementation bottlenecks.

Ministry of Home Affairs is also on verge of launching an integrated Computer Aided Dispatch (CAD) platform for supporting Geographical Information System (GIS) Based Call Taking and Global Positioning System (GPS) based Police vehicle dispatch function that will help to improve the efficiency in responding to women distress calls and provide speedy assistance.

#### Amarnath Pilgrimage

765. YOGI ADITYANATH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware that the route covered under the Amarnath Yatra is in difficult terrain and accident prone;

(b) if so, the details thereof indicating the number of accidents reported along with the number of persons died/injured in those accidents during the last three years and the current year;

(c) the details of compensation paid to the victims; and

(d) the steps taken by the Government for the safety and security of the pilgrims visiting the holy shrine of Amarnath?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) and (b) Shri Amarnath Ji Yatri passes through very difficult and inhospitable terrain prone to the landslides, shooting stone, snow avalanches, etc. The climate condition enroute and at the Holy Cave is also quite unpredictable. The details of incidents / accidents along with the number of Yatris killed/ injured during the last three years and current year is given below.

Year	Total incidents	Persons died in different type of accidents	Persons injured in different type of accidents
2011.	33	1	12
2012.	30	27	84
2013.	22	0	11
2014*	10	4	23

(\*upto July 08, 2014)

(c) Shri Amarnathji Shrine Board (SASB) has been providing insurance cover, free of cost, to the Yatris since 2010. The group insurance provides for payment of Rs. 1.00 lakh to every registered Yatri if he/ she dies in an accident (natural or manmade) from the date of his/ her entry into the Jammu and Kashmir State and upto his/ her exit during the Yatra period.

(d) Keeping in view the natural vagaries and the terrorist threat enroute the Holy Cave and in order to ensure incident free Yatra, adequate security arrangements are being made right from Lakhanpur to the Holy Cave along both Baltal and Pahalgam routes for which local police and Central Armed Police

Forces(CAPF) are deputed in sufficient number. Army personnel also provide area dominance along the routes leading to the Holy Cave. The work of upgrading the tracks and fixing railings along the critical stretches of the track is also being done by the concerned authorities. Medical facilities have been provided at various identified locations. Six mountain rescue teams have been deployed at the identified location to evacuate the injured/ sick Yatris. Five advanced Weather Stations have also been installed.

#### **Committee on Price Rise**

766. SHRI JAGDAMBIKA PAL:

SHRI D.K. SURESH:

SHRIMATI K. MARAGATHAM:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government had constituted any Committee of Ministers/Chief Ministers to assess the rise in prices of essential commodities and to suggest measures to regulate their prices and if so, the details and the outcome thereof along with the action taken on the suggestions made by the Committee;

(b) whether the Government has made any assessment with regard to the impact of rise in prices of petroleum products on the prices of essential commodities and if so, the details and the outcome thereof along with the remedial measures taken in this regard;

(c) whether the Government has released or proposes to release foodgrains in open market to check prices and if so, the details thereof;

(d) whether the study conducted by the Credit Rating and Information Services of India Limited has indicated that the poorest class of the society is most affected by the said price rise; and

(e) if so, the details thereof along with the reaction of the Government thereto and the steps taken/being taken to address this issue?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) Yes, Madam. Details are at Statement-I

- (b) No, Madam.  
 (c) Yes, Madam. Details are at Statement-II  
 (d) No, Madam.  
 (e) Does not arise.

**Statement – I**

The "Core Group of Central Ministers and State Chief Ministers on Prices of Essential Commodities" in their meeting held on April 8th, 2010 and presided over by the Prime Minister, had decided to constitute three Working Groups viz.;

- (i) Working Group on Agriculture Production.  
 (ii) Working Group on Consumer Affairs.  
 (iii) Working Group on Food & Public Distribution

Working Groups were asked to submit their Reports in two months. However, extension of time for submission of report was given to from time to time. Constitution and Terms of Reference of the three Working Groups read as under:

1. Working Group on Agriculture Production comprises;  
 Chief Minister, Haryana -Chair  
 Chief Minister, Punjab  
 Chief Minister, West Bengal  
 Chief Minister, Bihar

The Working Group on Agriculture Production will deliberate on and recommend measures for increasing agricultural production and productivity including long term policies for sustained agricultural growth.

2. Working Group on Consumer Affairs comprises;  
 Chief Minister, Gujarat - Chair  
 Chief Minister, Andhra Pradesh  
 Chief Minister, Maharashtra  
 Chief Minister, Tamilnadu

The Working Group on Consumer Affairs will deliberate on and recommend measures for reducing the gap between farm gate and retail prices and better implementation of and amendment(s) to Essential Commodities Act.

3. Working Group on Food and Public Distribution comprises;  
 Deputy Chairman, Planning Commission - Chair  
 Chief Minister, Chhattisgarh  
 Chief Minister, Assam  
 Chairman, Economic Advisory Council to Prime Minister

The Working Group on Food and Public Distribution will deliberate on and recommend measures for better and effective delivery of essential commodities to the vulnerable sections of society and augmentation of warehouses & storage capacity including cold chain.

The Working Group on Agriculture Production submitted its report to the Prime Minister on 15th December, 2010. The Working Group report on Agriculture Production has mainly recommended measures, inter-alia, for ensuring increased foodgrain production; special thrust on pulses and oilseeds to address nutrition security; improving input delivery mechanism; linking farmers to market and institution of credit for higher income; accelerating land reform process in States lagging behind in production and productivity; and strategy for conserving agro-bio diversity and adaptation to climate change for a sustainable agricultural growth.

The Chairman of the Working Group on Consumer Affairs has submitted the Report of the Working Group on 2nd March, 2011. The main recommendations of the Working Group on Consumer Affairs include, inter-alia, increasing competition in Agriculture Produce Markets; improving Agri-Infrastructure of backward and forward linkages for Agriculture Production and Marketing; integrate warehousing/cold chain infrastructure with spot and futures markets in the form of negotiable warehouse receipts; development of Human Resources in the field of Agriculture Marketing; promote retailing by organized sector/cooperatives; maintain adequate stock of essential commodities across the country; in the short term encourage substitution of pulses while implement policies to achieve self sufficiency in the production of pulses; to strengthen the statutory provisions to improve the availability of essential commodities at reasonable price.

The Working Group on Food and Public Distribution submitted its final report on 5th October, 2011. The

Working Group Report on Food and Public Distribution has mainly recommended, among others, finalizing the number of BPL beneficiaries in consultation with the State Governments; Streamlining and strengthening Targeted Public Distribution System (TPDS); Web enable computerization of TPDS; Information Technology Strategy for Public Distribution System; a Comprehensive Electronic Benefit Transfer System; and Enhancing Storage Capacity.

The aforesaid three Working Groups presented their reports containing recommendations/action points/suggestions. Although, the recommendations of the three Working Groups are yet to be accepted by the Government, necessary action on recommendations/action points/suggestions has already been initiated by the respective Departments.

#### **Statement – II**

##### Open Market Sales Scheme (Domestic)- OMSS-D

Under OMSS-D, during 2013-14, 95 lakh tonnes of wheat was allocated for tender sale to bulk consumers/small private traders and 5 lakh tonnes of wheat was allocated for retail sale to States/UTs/Cooperatives. Similarly, 5 lakh tonnes of rice was allocated for retail sale to States/UTs.

During 2013-14, 61.16 lakh tonnes of wheat and 1.68 lakh tonnes of rice were lifted /sold under the scheme. Details of lifting are as under-

(Figures, in LMTs)

Scheme	2013-14		
	Allotment	Qty. Approved	Qty. lifted
1	2	3	4
Bulk Buyers/Traders	85.00	57.97	57.87
Small Private Traders	10.00	2.70	2.70
Retail Consumers-Wheat	3.92	0.49	0.49
<b>Wheat- Total</b>	<b>98.92</b>	<b>61.16</b>	<b>61.06</b>

	1	2	3	4
Retail Consumers-Rice		2.40	1.68	1.68
Total(Wheat + Rice)		101.32	62.84	62.74

##### Rate of sale of wheat under Bulk Scheme-

On 2.7.2013, The reserve price for the bulk sale of wheat under OMSS (D) to private bulk buyers/traders was fixed at Rs. 1500 per quintal ex Punjab and Haryana.

On 20.09.2013 the Regional Offices of FCI in other States/UTs were also permitted to call the tender after adding the freight charges applicable from Ludhiana to the Concerned State Capital in the reserve price of Rs. 1500.

On 20.12.2013, the scheme of dedicated movement of wheat under OMSS was started for Punjab and Haryana. Later on 10.1.2014, sale of wheat from Madhya Pradesh on dedicated movement mode was also permitted. On 24.1.2014, reserve price of wheat in Madhya Pradesh was fixed at Rs. 1570 per quintal (*i.e.* Rs. 1500 per quintal plus 50% of railway freight from Ludhiana to Bhopal. This rate was also made applicable for sale of wheat under dedicated movement mode from Madhya Pradesh.

##### Rate of sale of wheat and rice under Retail Scheme-

On 11.7.2013, rate of wheat under the scheme was fixed at Rs. 1500/- per quintal plus freight charges from Ludhiana to the concerned State/UT Capital

On 11.7.2013, rate of Rice under the scheme was fixed at MSP derived value of rice based on MSP of paddy for KMS 2012-13 *i.e.* Rs. 1250 + average freight incurred by FCI as part of its distribution cost of rice.

OMSS (D) for 2013-14 has concluded on 31.03.2014 (including lifting period).

[English]

#### **Demand and Supply of Fertilizers**

767. SHRI N. KRISTAPPA

SHRI NALIN KUMAR KATEEL

Will the Minister of CHEMICALS and FERTILIZERS be pleased to state:







1	2	3	4	5	6	7	8
	2013-14	0.00	0.00	0.00	0.00	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00	0.00	0.00
Delhi	2011-12	0.07	0.01	0.01	0.05	0.00	0.00
	2012-13	0.07	0.02	0.02	0.05	0.00	0.00
	2013-14	0.07	0.08	0.08	0.04	0.00	0.00
	2014-15	0.01	0.01	0.01	0.01	0.00	0.00
Goa	2011-12	0.07	0.05	0.05	0.04	0.03	0.03
	2012-13	0.07	0.04	0.04	0.04	0.02	0.02
	2013-14	0.05	0.04	0.04	0.03	0.02	0.02
	2014-15	0.01	0.01	0.01	0.01	0.01	0.00
Gujarat	2011-12	22.75	21.26	21.18	8.80	6.96	6.80
	2012-13	23.75	19.50	19.24	8.80	4.21	3.95
	2013-14	22.25	20.82	20.78	5.40	3.97	3.79
	2014-15	4.60	5.12	4.72	1.85	1.28	0.97
Harayana	2011-12	19.75	19.46	19.15	7.20	8.44	8.33
	2012-13	20.00	21.01	20.34	7.20	7.23	6.87
	2013-14	19.50	18.55	18.45	3.50	3.14	3.08
	2014-15	3.90	4.24	4.05	0.75	0.13	0.11
Himachal Pradesh	2011-12	0.65	0.61	0.61	0.00	0.00	0.00
	2012-13	0.65	0.65	0.65	0.00	0.00	0.00
	2013-14	0.63	0.64	0.64	0.00	0.00	0.00
	2014-15	0.18	0.18	0.18	0.00	0.00	0.00
Jammu and Kashmir	2011-12	1.46	1.20	1.19	0.85	0.67	0.65
	2012-13	1.46	1.50	1.44	0.85	0.55	0.50
	2013-14	1.46	1.35	1.26	0.75	0.60	0.54
	2014-15	0.40	0.46	0.40	0.20	0.26	0.21
Jharkhand	2011-12	2.60	2.19	2.16	1.25	0.71	0.68
	2012-13	2.70	1.98	1.98	1.25	0.54	0.54
	2013-14	2.60	1.68	1.63	0.90	0.29	0.29
	2014-15	0.65	0.47	0.36	0.25	0.09	0.06
Karnataka	2011-12	14.60	14.53	14.45	8.75	9.39	9.07

1	2	3	4	5	6	7	8
	2012-13	15.00	14.64	14.46	8.90	4.19	4.04
	2013-14	15.50	15.01	14.79	7.00	4.86	4.56
	2014-15	2.75	3.64	3.28	2.17	1.89	1.42
Kerala	2011-12	1.90	1.50	1.49	0.47	0.44	0.41
	2012-13	2.05	1.36	1.36	0.45	0.30	0.25
	2013-14	2.00	1.44	1.44	0.28	0.31	0.27
	2014-15	0.48	0.44	0.42	0.08	0.14	0.09
Lakshadweep	2011-12	0.00	0.00	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.00	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00	0.00	0.00
Madhya Pradesh	2011-12	17.50	18.17	17.86	10.95	11.00	10.57
	2012-13	18.50	19.48	18.91	11.50	11.74	11.07
	2013-14	19.25	23.01	22.84	11.50	8.81	8.15
	2014-15	3.30	3.62	3.23	2.75	1.95	1.38
Maharashtra	2011-12	27.50	25.67	25.43	17.25	12.50	12.22
	2012-13	28.00	23.40	22.92	15.60	6.97	6.59
	2013-14	27.00	26.54	26.42	14.00	5.77	5.70
	2014-15	7.35	7.74	7.44	2.45	1.45	1.39
Manipur	2011-12	0.50	0.13	0.13	0.06	0.00	0.00
	2012-13	0.48	0.21	0.21	0.12	0.00	0.00
	2013-14	0.40	0.18	0.18	0.10	0.00	0.00
	2014-15	0.12	0.10	0.10	0.02	0.00	0.00
Megalaya	2011-12	0.09	0.06	0.06	0.05	0.01	0.01
	2012-13	0.08	0.06	0.06	0.06	0.00	0.00
	2013-14	0.11	0.05	0.05	0.08	0.00	0.00
	2014-15	0.02	0.01	0.01	0.01	0.00	0.00
Mizoram	2011-12	0.02	0.01	0.01	0.01	0.00	0.00
	2012-13	0.11	0.04	0.04	0.06	0.00	0.00
	2013-14	0.09	0.06	0.06	0.05	0.00	0.00
	2014-15	0.04	0.01	0.01	0.03	0.00	0.00



1	2	3	4	5	6	7	8
	2014-15	3.43	1.62	1.69	1.16	0.24	0.26
Tripura	2011-12	0.52	0.26	0.26	0.05	0.00	0.00
	2012-13	0.51	0.19	0.17	0.06	0.02	0.02
	2013-14	0.53	0.22	0.20	0.06	0.01	0.01
	2014-15	0.12	0.10	0.08	0.01	0.00	0.00
Uttar Pradesh	2011-12	58.00	59.12	58.05	19.65	18.67	18.15
	2012-13	60.00	63.31	62.56	18.15	21.67	20.85
	2013-14	62.00	59.38	58.76	18.65	15.69	14.04
	2014-15	12.50	13.63	11.80	2.80	2.73	0.61
Uttaranchal	2011-12	2.40	2.51	2.50	0.33	0.39	0.38
	2012-13	2.45	2.51	2.45	0.35	0.28	0.27
	2013-14	2.50	2.80	2.76	0.35	0.22	0.22
	2014-15	0.75	0.78	0.76	0.14	0.04	0.03
West Bengal	2011-12	13.25	12.76	12.74	5.10	5.03	4.76
	2012-13	13.50	14.02	13.87	5.25	4.34	4.25
	2013-14	14.50	12.50	12.39	5.50	2.56	2.44
	2014-15	1.75	2.76	2.25	0.36	0.48	0.33
Total	2011-12	305.16	298.65	294.77	126.16	115.95	111.95
	2012-13	315.43	307.25	301.58	123.58	96.80	92.22
	2013-14	316.90	306.75	304.54	109.86	72.64	68.55
	2014-15	66.04	71.07	64.55	21.96	16.70	11.44

State	YEAR	MOP			NPK		
		Requirement	Availability	Sales	Requirement	Availability	Sales
1	2	9	10	11	12	13	14
Andaman Nicobar	and 2011-12	0.01	0.01	0.01	0.01	0.01	0.01
	2012-13	0.01	0.00	0.00	0.01	0.01	0.01
	2013-14	0.01	0.00	0.00	0.01	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00	0.00	0.00
Andhra Pradesh	2011-12	6.60	4.43	3.82	22.30	25.71	23.58
	2012-13	6.60	3.35	3.14	22.50	18.16	17.59

1	2	9	10	11	12	13	14
	2013-14	5.00	3.45	3.26	22.00	20.76	19.75
	2014-15	0.58	0.31	0.13	2.26	2.58	1.33
Arunachal Pradesh	2011-12	0.00	0.00	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.00	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00	0.00	0.00
	2014-15	0.01	0.00	0.00	0.00	0.00	0.00
Assam	2011-12	1.40	0.94	0.91	0.28	0.07	0.05
	2012-13	1.50	0.61	0.58	0.23	0.06	0.06
	2013-14	1.25	0.84	0.80	0.28	0.06	0.05
	2014-15	0.26	0.09	0.05	0.02	0.03	0.02
Bihar	2011-12	2.45	1.29	1.26	3.75	4.03	3.56
	2012-13	2.30	1.15	1.14	3.65	3.03	3.00
	2013-14	1.54	1.46	1.40	3.75	1.80	1.72
	2014-15	0.28	0.24	0.11	0.62	0.55	0.24
Chandigarh	2011-12	0.00	0.00	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.15	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00	0.00	0.00
Chattisgarh	2011-12	1.15	0.85	0.83	1.55	2.21	1.97
	2012-13	1.27	0.68	0.66	1.75	1.17	1.04
	2013-14	1.06	0.67	0.56	1.90	0.80	0.75
	2014-15	0.25	0.31	0.19	0.51	0.36	0.28
Dadra and Nagar Haveli	2011-12	0.00	0.00	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.05	0.00	0.00
	2013-14	0.00	0.00	0.00	0.01	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00	0.00	0.00
Daman and Diu	2011-12	0.00	0.00	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.00	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00	0.00	0.00
Delhi	2011-12	0.02	0.00	0.00	0.03	0.00	0.00

1	2	9	10	11	12	13	14
	2012-13	0.02	0.00	0.00	0.03	0.00	0.00
	2013-14	0.02	0.00	0.00	0.01	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00	0.00	0.00
Goa	2011-12	0.01	0.02	0.02	0.07	0.05	0.05
	2012-13	0.01	0.01	0.01	0.08	0.03	0.03
	2013-14	0.01	0.01	0.01	0.07	0.03	0.03
	2014-15	0.00	0.00	0.00	0.01	0.00	0.00
Gujarat	2011-12	2.30	1.75	1.72	5.10	7.32	7.09
	2012-13	2.00	0.83	0.79	5.55	4.69	4.58
	2013-14	1.30	1.25	1.11	4.73	4.77	4.60
	2014-15	0.33	0.32	0.25	1.66	1.54	1.37
Harayana	2011-12	0.75	0.48	0.46	0.85	0.79	0.72
	2012-13	0.75	0.21	0.21	0.98	0.26	0.26
	2013-14	0.35	0.24	0.24	0.55	0.11	0.10
	2014-15	0.08	0.17	0.16	0.10	0.10	0.06
Himachal Pradesh	2011-12	0.07	0.07	0.07	0.53	0.33	0.33
	2012-13	0.07	0.07	0.07	0.46	0.17	0.17
	2013-14	0.07	0.09	0.09	0.30	0.23	0.22
	2014-15	0.00	0.00	0.00	0.05	0.03	0.03
Jammu and Kashmir	2011-12	0.35	0.09	0.09	0.00	0.00	0.00
	2012-13	0.35	0.18	0.16	0.00	0.00	0.00
	2013-14	0.20	0.19	0.18	0.00	0.02	0.02
	2014-15	0.03	0.06	0.05	0.00	0.01	0.01
Jharkhand	2011-12	0.34	0.06	0.06	1.08	0.52	0.47
	2012-13	0.35	0.03	0.03	1.29	0.26	0.26
	2013-14	0.21	0.03	0.03	0.75	0.16	0.16
	2014-15	0.05	0.00	0.00	0.23	0.09	0.09
Karnataka	2011-12	5.65	3.82	3.64	13.10	17.33	16.40
	2012-13	5.65	2.76	2.67	14.40	9.67	9.40
	2013-14	4.90	2.63	2.54	14.50	11.70	10.71
	2014-15	0.71	0.79	0.59	2.90	3.30	2.29



1	2	9	10	11	12	13	14
Odisha	2011-12	2.05	0.91	0.84	3.14	3.46	3.12
	2012-13	2.00	0.75	0.75	3.97	2.36	2.29
	2013-14	1.60	0.94	0.89	3.80	1.85	1.75
	2014-15	0.31	0.26	0.20	0.70	0.72	0.47
Puducherry	2011-12	0.13	0.05	0.05	0.35	0.14	0.13
	2012-13	0.09	0.02	0.02	0.30	0.13	0.13
	2013-14	0.04	0.02	0.02	0.19	0.09	0.09
	2014-15	0.00	0.00	0.00	0.02	0.01	0.01
Punjab	2011-12	1.06	0.73	0.69	1.00	1.30	1.19
	2012-13	1.06	0.35	0.35	1.48	0.44	0.42
	2013-14	0.70	0.42	0.35	1.20	0.29	0.28
	2014-15	0.14	0.20	0.12	0.17	0.05	0.04
Rajasthan	2011-12	0.50	0.25	0.23	1.76	1.54	1.40
	2012-13	0.48	0.15	0.15	1.66	0.84	0.84
	2013-14	0.23	0.04	0.03	1.21	0.33	0.32
	2014-15	0.05	0.03	0.01	0.33	0.12	0.11
Sikkim	2011-12	0.00	0.00	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.00	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00	0.00	0.00
	2014-15	0.00	0.00	0.00	0.00	0.00	0.00
Tamil Nadu	2011-12	5.31	4.26	4.16	6.61	8.75	7.57
	2012-13	5.55	2.18	2.17	6.82	5.89	5.71
	2013-14	3.91	2.56	2.46	6.93	5.05	4.71
	2014-15	0.65	0.45	0.44	1.30	0.85	0.64
Telengana	2011-12	0.00	0.00	0.00	0.00	0.00	0.00
	2012-13	0.00	0.00	0.00	0.00	0.00	0.00
	2013-14	0.00	0.00	0.00	0.00	0.00	0.00
	2014-15	0.32	0.06	0.04	1.80	0.84	0.87
Tripura	2011-12	0.13	0.05	0.05	0.00	0.00	0.00
	2012-13	0.17	0.06	0.06	0.00	0.00	0.00
	2013-14	0.11	0.05	0.05	0.00	0.01	0.01
	2014-15	0.05	0.00	0.00	0.01	0.00	0.00



1	2	9	10	11	12	13	14
Uttar Pradesh	2011-12	4.00	1.82	1.80	11.25	12.85	11.27
	2012-13	3.50	1.47	1.31	11.48	6.73	6.62
	2013-14	1.80	1.13	1.10	11.00	4.23	3.93
	2014-15	0.35	0.24	0.15	1.90	0.73	0.38
Uttaranchal	2011-12	0.10	0.04	0.04	0.71	0.53	0.50
	2012-13	0.10	0.04	0.04	0.57	0.33	0.32
	2013-14	0.05	0.01	0.01	0.54	0.40	0.34
	2014-15	0.03	0.00	0.00	0.22	0.09	0.06
West Bengal	2011-12	4.00	3.04	3.02	9.00	8.96	8.13
	2012-13	4.25	2.18	2.16	8.28	8.01	7.90
	2013-14	2.87	2.15	2.08	9.50	7.26	6.82
	2014-15	0.29	0.33	0.18	0.72	1.52	0.88
Total	2011-12	48.28	31.64	29.92	107.36	124.28	113.94
	2012-13	47.82	22.07	21.34	111.39	79.64	77.29
	2013-14	35.13	23.32	21.92	107.36	79.63	75.17
	2014-15	6.68	5.93	4.31	22.46	18.48	13.28

#### Shortage Of Agricultural Workers

768. SHRI NAGENDRA KUMAR PRADHAN:

SHRI PRATAP SIMHA:

KUMARI SHOBHA KARANDLAJE:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether after the introduction of Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS) in the country, a large scale shortage of agricultural labour has been reported in various regions during the agricultural season adversely affecting the agricultural production;

(b) if so, the details thereof;

(c) whether any study has been conducted to assess the impact on agricultural production in the country;

(d) if so, the details of findings of the study/survey; and

(e) the corrective measures taken by the Government to overcome the shortage of agricultural labour?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) to (d) Studies conducted on the impact of Mahatma Gandhi National Rural Employment Guarantee Act (MGNREGA) on Wage Rate, Food Security and Rural Urban Migration, inter-alia, reveal that its implementation leads to reduction in distress migration to urban areas as well as increase in wages in rural areas. Temporary shortage of labour has also been reported in some regions during the peak agricultural season. No specific study has been undertaken by the Ministry of Agriculture to study the impact of MGNREGA on agricultural production in the country. However, food production has not been affected due to implementation of MGNREGA and has in fact increased from 217.28 million tonnes in 2006-07 to 257.13 million tonnes in 2012-13.

(e) As per the Amendment to Schedule I of MGNREGA, 2005, issued vide notification dated 4th May 2012, a large number of activities/works having significant impact on agriculture and farm sector have been included in para 1 B of Schedule I of the MGNREGA to strengthen synergy between the programme and agriculture and allied activities. These activities include provision of irrigation facility, dug out farm ponds, horticulture, plantation, farm bunding and land development, vermin-composting etc.

#### **Rise in Prices of Medicines/Drugs**

769. SHRI BADRUDDIN AJMAL:

SHRI M.B. RAJESH:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the manner in which and the factors taken into account for determining the manufacturing cost and the retail prices of medicines/drugs including essential and life saving drugs;

(b) whether the prices of medicines including life saving and essential medicines have increased manifold during each of the last three years and the current year;

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

(d) the mechanism put in place to review and regulate the prices of medicines/drugs and the remedial steps proposed to be taken to provide such medicines at reasonable/ affordable prices to the consumers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI NIHAL CHAND):

(a) to (d) Under provision of the Drugs (Price Control) Order, 2013 (DPCO, 2013) the prices of scheduled formulations, which are based on National List of Essential Medicines 2011 (NLEM) issued by the Ministry of Health & Family Welfare, are required to be fixed based on "market based data" and not on the basis of manufacturing cost of the medicines.

There are 680 essential medicines specified in the NLEM, 2011 and the same have been brought under price control under DPCO, 2013. Out of these, National Pharmaceutical Pricing Authority (NPPA) has fixed /

notified the ceiling prices in respect of 440 medicines upto 30th June, 2014 under provisions of the said order. Significant reduction in prices have been effected on the medicines notified under DPCO, 2013 as compared to the highest price prevalent prior to price fixation. The overall profile of price reduction is as under:-

% reduction with respect to Highest Price to Retailer	No. of drugs
0<= 5%	35
5<=10%	41
10<=15%	49
15<=20%	40
20<=25%	58
25<=30%	43
30<=35%	27
35<=40%	34
Above 40%	113
<b>Total</b>	<b>440</b>

Under DPCO, 2013, no person is authorized to sell any scheduled formulations to consumer at a price exceeding the price notified by NPPA. DPCO, 2013 also provides that all the existing manufacturers of scheduled formulations, selling the branded or generic or both the versions of scheduled formulations at a price lower than the ceiling price (plus local taxes as applicable) so fixed and notified by the Government, shall maintain their existing maximum retail price.

As per the latest IMS Health monthly data available with NPPA for the month of March, 2013, a statement showing percentage number of packs whose prices have increased or decreased or remained stable on monthly basis for the financial years 2010-11 to 2012-13 is enclosed.

DPCO, 2013 vide its para 16 provides for revision of ceiling price of scheduled formulations that the manufacturer may increase the maximum retail price (MRP) of scheduled formulations once in a year, in the month of April, on the basis of the wholesale price index with respect to previous calendar year and no prior approval of the Government in this regard shall be required. As regards, non-scheduled formulations, the

manufacturers are required to ensure that no manufacturer increases the maximum retail price of a drug more than ten percent of maximum retail price during preceding twelve months and where the increase is beyond ten percent of maximum retail price, it shall reduce the same to the level of ten percent of maximum retail price for next twelve months. NPPA regularly monitors the prices of both scheduled and non-scheduled formulations as per provisions in this regard laid down in the DPCO, 2013.

Para 31 of DPCO, 2013 provides for a review that any person aggrieved by any notification issued or order made under paragraphs 4, 5 and 6 of this Order, may

apply to the Government for a review of the notification or order within a period of thirty days of the date of publication of the notification in the Official Gazette or the receipt of the order by him, as the case may be, and the Government may make such order on the application as it may deem proper. Provided that pending a decision by the Government on the application submitted under the above paragraph, no manufacturer shall sell a scheduled formulation or a new drug, as the case may be, at a price exceeding the ceiling price or retail price, as the case may be, fixed by the Government of which a review has been applied for.

### **Statement**

#### *Month Under Report: March, 2013*

Total Market (MAT)	:	Rs. 61189.39 Crores
Number of Medicines (Packs) covered	:	62,336
Number of Manufacturers covered	:	522
Number of Corporations covered	:	485

The details of percentage number of packs whose prices have increased or decreased or remained stable on the monthly basis in percentage terms as per Retail Audit Reports of IMS Health Research Pvt. Ltd for the financial years 2010-11 to 2012-13:

#### 1. Percentage number of packs whose prices increased

Year	April	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar
2010-11	0.09	0.02	1.98	0.22	0.09	2.28	0.08	0.03	2.46	0.30	0.01	1.89
2011-12	0.07	0.02	1.49	0.01	0.004	1.77	0.19	0.03	5.00	0.007	0.03	0.10
2012-13	0.08	0.08	0.64	-	0.01	0.04	0.40	0.005	0.07	0.04	0.02	0.01

#### 2. Percentage number of packs whose prices decreased:

Year	April	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar
2010-11	0.06	0.01	1.45	0.14	0.03	1.15	0.01	0.02	0.88	0.15	0.01	0.62
2011-12	0.01	0.04	0.89	0.03	0.008	0.67	0.12	0.02	3.74	0.003	0.02	0.03
2012-13	0.03	0.01	0.74	0.01	0.02	0.01	0.03	0.01	0.01	0.01	0.02	0.04

#### 3. Percentage number of packs whose prices remain stable:

Year	April	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	Mar
2010-11	99.85	99.97	96.57	99.65	99.88	96.57	99.91	99.95	96.66	99.55	99.98	97.49
2011-12	99.92	99.94	97.62	99.96	99.99	97.56	99.69	99.95	91.26	99.99	99.95	99.87
2012-13	99.89	99.91	98.62	99.99	99.97	99.95	99.57	99.99	99.92	99.95	99.96	99.95

### Implementation of Kuttanad Package

770. SHRI KODIKUNNIL SURESH:

SHRI K.C. VENUGOPAL:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government has implemented "Kuttanad Package" in Kerala;

(b) if so, the salient features thereof along with the components of this project;

(c) whether it has come to the notice of the Government that the irrigation works in Kuttanad are progressing very slow; and

(d) if so, the reasons therefor and the corrective action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): (a) Yes, Madam. Government had approved a package for development of Kuttanad Wetland Eco-system in July, 2008 at a cost of Rs. 1840.75 crore.

(b) Details are given in the enclosed statement.

(c) The period of implementation of Kuttanad Package has already ended in July, 2012. The Government of Kerala has not reported that irrigation works in Kuttanad are progressing very slow.

(d) Does not arise.

#### Statement

In July, 2008, the Government had granted 'in-principle' approval for providing financial support amounting to Rs. 1840.75 crore for implementing various programmes/interventions suggested by M.S. Swaminathan Research Foundation for development of Kuttanad Wetland Eco-system. The programme/interventions were to be implemented by the concerned Ministries/Departments within their existing schemes and funding pattern for which the Government of Kerala was required to submit proposals after formulation of Detailed Project Reports (DPRs) to the concerned Ministries/Departments of the Government of India in accordance with the approved guidelines/procedures for such schemes. The

programmes/interventions involving financial outlay upto Rs. 50 lakhs was to be implemented by the State Government of Kerala from their own funds under their schemes. The details of approved programmes/interventions for development of Kuttanad Wetland Eco-system are as under:

(Rs. in Crore)		
Task	Details of Tasks	Amount
A	Tasks pertaining to Irrigation and Water Resources development	
1.	Modernization of TMB to manage salinity and minimize ecological decay	160.00
2.	Improving the efficiency of the TSW and leading channel	18.90
3.	Regulation of floodwater in Kayal area near C&D and Rani-Chithira Blocks	40.00
4.	Complete construction of AC canal with removal of all blocks	80.00
5.	Supporting research study by a consortium of competent organizations on TMB operation and Kayal ecology	0.60
6.	Need for restoration of KWS, Onattukara and Thuravoor-Pattanakkadu rivers, canals, drains and water bodies like ponds	361.00
7.	Orumuttus Creation of 33 permanent Kottachira across Kariyar	22.00
8.	Provide infrastructure support to paddy cultivation	836.00
Sub Total		1518.50
B.	Tasks pertaining to Rural Development	
1.	The use of domestic toilets linked to ferro-cement septic tanks either individually or a cluster of few houses	2.50

Task	Details of Tasks	Amount
2.	Install roof top rainwater harvesting for all houses using ferro-cement tanks	2.50
Sub Total		5.00
C. Tasks pertaining to Environment & Forests		
1.	Systematic programme all over Kuttanad and rest of Alappuzha for elimination of water hyacinth	30.00
2.	Promote mangrove restoration along the banks of Vembanad Kayal and Kayamkulam Kayal	0.50
Sub Total		30.50
D. Tasks pertaining to Tourism		
1.	Promotion of farm tourism involving farm families	0.50
Sub Total		0.50
E. Tasks pertaining to development of Agricultural Activities		
1.	Declaring Kuttanad as a Special Agricultural Zone	15.00
2.	Supply of pumps and Agricultural machinery for common use at padasekharam level	85.00
3.	Onattukara first paddy cultivation charges	12.00
4.	Promotion of rice-sesame rotation in Onattukara	0.60
5.	Certified seed production for Kuttanad and Onattukara	7.50
6.	Support for soil test based fertilizer application	0.20
7.	Pest forecasting and early warning service	0.20
8.	Establishment of paddy go-downs in Kuttanad	4.00
9.	Training youths in skilled agricultural jobs	0.50

Task	Details of Tasks	Amount
10.	Establishing and supporting 'Agri-Clinics' in study area	0.80
11.	Production bonus enhancement in Purakkad Kari	0.20
12.	Relief to farmers for restarting agricultural and economic activities	50.00
13.	Establishing creches for the use of women labourers	0.35
14.	Crash programme on re-planting diseased and low yielding palms	62.00
15.	Coconut revival programme for improving health and productivity	15.00
16.	Promotion of cluster based and market linked value addition - one time support to clusters for infrastructure	10.00
17.	The DoA-DoF-KAU jointly train and build the capacity of farmers	0.20
18.	Location-specific research, training and capacity building	8.50
19.	Establishment of Centre for Farm Machinery Research, Development and Training	4.50
20.	R & D on coconut climbing machine	0.20
Sub Total		276.75
F. Tasks pertaining to development of Animal Husbandry, Dairying & Fisheries activities		
1.	The capacity of Duck Hatchery at Niranam	0.18
2.	One-time support for establishing integrated livestock and crop production in garden land	4.50
3.	Providing insurance cover to ducks-subsidy on premium	0.05

Task	Details of Tasks	Amount
4.	Paddy fish integration for economic and ecological security and farmers' training	2.00
5.	Programme for revival of productivity for Pearl spot (karimeen) and giant prawns on a life cycle approach	0.50
6.	Cluster based Cage - subsidy support	0.60
7.	Ranching, involving large-scale hatchery-reared production of post-larvae	0.20
8.	Fish hatcheries for raising adequate quality fingerlings	0.60
9.	Fresh water prawn and karimeen urgent conservation measures	0.25
10.	Group based enterprise on ornamental fish culture	0.12
11.	Cold storage facility for the fishing communities	0.30
12.	Training and capacity building of fishermen and fingerlings production, improving sanitation and hygiene in processing units in Kuttanad	0.20
Sub Total		9.50
Grand Total		1840.75

[Translation]

#### **Development of Tourist Places/Spots**

771. SHRI P.P. CHAUDHARY: Will the Minister of TOURISM be pleased to state:

(a) the key objectives of National Tourism Policy, 2002;

(b) the funds being provided/provided to the States for development of tourism infrastructure with emphasis on eco-tourism during each of the last three years and the current year, State/UT-wise;

(c) whether the Government has received any proposal for providing special transport facilities including air and train travel facilities to various tourist places for promotion of tourism;

(d) if so, the details of the proposals received during each of the last two years and the current year including their present status, State/UT and location-wise; and

(e) the steps taken or proposed to be taken by the Government for promotion and development of tourist places/spots in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CULTURE AND MINISTER OF STATE OF THE MINISTRY OF TOURISM (SHRI SHRIPAD YESSO NAIK): (a) The current Tourism Policy of the Government was formulated in 2002 after detailed interaction with industry associations, concerned Ministries & Departments of Central Government, State Governments and other stakeholders. The Tourism Policy provides broad framework for the following:

- i. Positioning and maintaining tourism development as a national priority activity;
- ii. Enhancing and maintaining the competitiveness of India as a tourism destination;
- iii. Improving India's existing tourism products and expanding these to meet new market requirements;
- iv. Creation of world class infrastructure; and
- v. Developing sustained and effective marketing plans and programmes.

(b) Development and promotion of various tourism destinations and products, including Eco-Tourism, is primarily the responsibility of the respective State Government/Union Territory (UT) Administration. However, the Ministry of Tourism (MOT) provides Central Financial Assistance (CFA) to various State Governments/Union Territory Administrations for various tourism projects including Eco-Tourism projects prioritized for every financial year in consultation with them subject to availability of funds, inter-se priority and adherence to the scheme guidelines.

The details of CFA released for various tourism projects having focus on Eco Tourism during the last

three years *i.e.* 2011-12, 2012-13 & 2013-14, and the funds actually spent by the various State Governments/UT Administrations are as in the enclosed statement.

(c) and (d) No such proposal for providing special transport facilities including air and train travel facilities to various tourist places has been received in the Ministry of Tourism. However, Ministry has extended CFA for Renovation and Beautification of Palace on Wheels, Rajasthan for sanction of Rs. 453.18 lakh with release of Rs. 90.63 lakh in the year 2013-14 under PIDDC scheme

and CFA for launching of Pan India Luxury Tourist Train through Indian Railway Catering and Tourism Corporation LTD, Delhi for sanction of Rs. 1237.00 lakh with release of Rs. 1229.95 lakh in the year 2009-10 under Large Revenue Generating (LRG) scheme.

(e) Ministry of Tourism (MOT) provides Central Financial Assistance (CFA) to various State Governments/Union Territory Administrations for development and promotion of tourism subject to availability of funds, inter-se priority and adherence to the scheme guidelines.

### **Statement**

*State/UT-Wise and Project-Wise Details of Amount Released and Funds Actually Spent for Development of Eco-Tourism During the Last Three Years i.e. 2011-12, 2012-13 and 2013-14.*

(Rs. in lakhs)

S. No	Name of the State	Name of the project	Amount sanctioned	Amount released	Amount utilized
1	2	3	4	5	6
Andhra Pradesh					
1.	2011-12	Development of Eco-Tourism Centre at Orvakallu, Kurnool district	486.35	486.35	486.35
2.	2013-14	Development of Eco-Park at Kakinada, Andhra Pradesh	437.00	87.40	0.00
3.	2013-14	Development of Eco-Tourism Project at Alisagar, Nizamabad District, Andhra Pradesh	383.27	76.65	0.00
4.	2013-14	Development of Eco-Tourism Facilities at Coringa, East Godavari District in Andhra Pradesh	474.42	3.00	0.00
5.	2013-14	Development of Eco-Park at Kadiyam, East Godavari District, Andhra Pradesh.	295.56	3.00	0.00
6.	2013-14	Development of Tank Bund Parks in Khammam District, Andhra Pradesh	474.07	3.00	0.00
Arunachal Pradesh					
7.	2011-12	Construction of Eco-Tourism at Hukanjuri under Deomali Sub-Division.	487.93	390.34	487.93
8.	2012-13	Eco-Tourism at Kone Gipong area under Dambuk sub division of Lower Dibang Valley distt.	468.43	374.74	468.43

1	2	3	4	5	6
9.	2013-14	Development of Eco-Tourism Circuit at Loki-Partung-Taluak in East Siang District Arunachal Pradesh	791.31	158.26	0.00
		Jammu and Kashmir			
10.	2011-12	Creation of tourism infrastructure for day camping, eco tourism and pilgrim tourism at park Gatha, Khanitop, Seoj, Padri and at pilgrim destination at Bhaderwah in JK	466.57	373.25	93.31
		Kerala			
11.	2013-14	Development of Eco-camping circuits and caravan parks in Kerala	593.06	5.00	0.00
		Karnataka			
12.	2013-14	Dev. of eco-tourism in the Northern Circuit (Bhadra Phase-II)	500.00	100.00	0.00
13.	2013-14	Dev. of eco-tourism resort at Apsarakonda in Honnavar Taluk, Uttara Kannada district	500.00	100.00	0.00
		Maharashtra			
14.	2013-14	Development of Dhapewada/Paradsinga as Eco-Tourism and Pilgrimage Center at Dhapewada, District, Nagpur in Maharashtra	780.17	156.03	0.00
15.	2013-14	Development of Bhandara-Gondia-Nagpur Eco Tourism as Mega Circuit in Maharashtra	4532.66	25.00	0.00
		Manipur			
16.	2012-13	Ningthem Pukhri Imphal- Eco-Tourism complex, Imphal East distt.	413.52	82.70	44.70
17.	2013-14	Integrated Tourist Destination of Eco-Tourism Complex at Mata Mualtam Hyde out Park, Churachandpur district	489.17	97.83	97.83
		Mizoram			
18.	2013-14	Development of Theme Park and Eco-Tourism at Lungleng Mizoram	800.00	160.00	0.00
		Nagaland			
19.	2013-14	Eco- Adventure and Culture Destination at Kuhuboto, Nagaland	500.00	100.00	68.00



1	2	3	4	5	6
Uttar Pradesh					
20.	2011-12	Development of Beautification of Shiv Dham and Eco-tourism at Shahpur, Sultanpur in Uttar Pradesh	226.65	181.32	181.32
21.	2013-14	Development of Eco-tourism in Amangarh Forest Range, District Bijnor, Uttar Pradesh	168.36	5.00	0.00
Uttarakhand					
22.	2011-12	Development of Eco-Tourism at Almora. Uttarakhand	490.80	392.64	395.27
23.	2011-12	Development of Eco-tourism at Lansdowne, Uttarakhand	495.95	495.95	495.95
24.	2011-12	Development of Eco-tourism at Sat Tal, Uttarakhand	494.79	395.83	409.96
25.	2011-12	Development of Nirmal Gangotri Eco-tourism mega circuit at Uttarakhand	5000.00	2500.00	1750.77
26.	2011-12	Development of Eco Tourism at Abbott Mount, Distt. Champawat, Uttrakhand.	495.70	395.56	396.71
27.	2012-13	Deveopment of Integrated Eco-Tourism Circuit (Bageshwar-Baijnath-Loharkhet)in District Bageshwar in Uttarakhand.	800.00	640.00	640.00
28.	2013-14	Development of Water Sports and Eco Tourism at Maneri, Uttarkashi in Uttarakhand	498.22	99.64	0.00
29.	2013-14	Development of Eco Tourism around Holy Dargah of Hazrat Alauddin All Ahmed Al Sabir (Sabir Kaliyar) near Haridwar in Uttarakhand.	798.92	159.78	179.79
30.	2013-14	Development of Kurur-Nand Kesari Vaan/Wan-Bedni Jheel Heritage & Eco Tourism Circuit- Integrated Circuit Development for Eco & Adventure Tourism, Distt. Chamoli in Uttarakhand.	800.00	160.00	0.00
31.	2013-14	Development of Nauti-Kansawa-Chandpur- Garhi-Sem Heritage & ECO-Tourism Circuit in Uttarakhand	800.00	160.00	0.00
32.	2013-14	Development of River Rafting Center, Eco Tourism and Adventure Center at Jaul Jibi, Distt. Pithoragarh in Uttarakhand	499.54	99.90	0.00

1	2	3	4	5	6
33.	2013-14	Development of Day Safari Adventure & Eco-Tourism Circuit, Sitabani, Ramnagar in Uttarakhand	799.32	159.86	0.00
34.	2013-14	Development of Ramnagar-Kosi Eco-Tourism Circuit between Ramnagar and Nainital in Uttarakhand	799.05	159.81	0.00
35.	2013-14	Development of Dugadda-Sendhikhal-Vatanvasa Eco Tourism Circuit, distt. Pauri in Uttarakhand.	799.78	159.96	0.00
36.	2013-14	Infrastructure Development at Kausani-Someshwar- Tea Estate as an Eco-Tourism and Tea Tourism Circuit, District Almora in Uttarakhand.	799.84	159.97	0.00
37.	2013-14	Development of River Rafting Center and Eco- Tourism Destination, Tons River Valley, Mori,Dist. Uttarkashi in uttarakhand.	499.02	99.80	0.00
38.	2013-14	Development of Eco- Tourism at Back Waters of Tehri Lake in Uttarakhand	498.79	99.76	0.00
	West Bengal				
39.	2011-12	Destination Tourism Project at Sunderbans, 24 Parganas (South)	488.53	390.82	0.00

[English]

**Increase in Duty on Sugar**

772. SHRI ASADUDDIN OWAISI:

SHRI C.N. JAYADEVEN:

SHRI K.C. VENUGOPAL:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government has recently increased import duty on sugar by 40%;

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

(c) whether the prices of sugar have increased in the domestic market since then;

(d) if so, the reasons for rise in prices despite adequate availability of sugar in the buffer stock along

with the steps taken or being taken by the Government to control the price of sugar; and

(e) the steps taken for liquidation of sugarcane dues?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) No, Madam.

(b) and (c) Does not arise.

(d) The prices of sugar are currently stable in the domestic market.

(e) In order to facilitate clearance of sugarcane dues of previous sugar seasons and timely settlement of cane price of current sugar season to sugarcane farmers, the Central Government on 03.01.2014 has notified a Scheme for Extending Financial assistance to Sugar Undertakings (SEFASU-2014) envisaging interest free

loans worth Rs. 6600 crores by bank as additional working capital to sugar mills of the Country. Further, the central Government on 28.02.2014 has notified another scheme allowing incentive for marketing and promotion services for raw sugar production targeted for export market. The incentive available under these schemes shall be utilized by the sugar mills for making payment to the farmers.

### Repealing Article 370

773. PROF. SAUGATA ROY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has any proposal to repeal Article 370 of the Constitution of India;

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

(c) whether the Government has consulted/proposes to consult all stakeholders in the matter; and

(d) if so, the details thereof and their response thereto if any, including further steps taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RJIJU): (a) No, Madam.

(b) to (d) Question do not arise in view of (a) above.

[*Translation*]

### Production of Ethanol

774. SHRI RAJU SHETTY: Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government proposes to promote the production of ethanol in view of the decision to raise the level of compulsory blending of ethanol in petrol in the country;

(b) if so, the details thereof along with the total ethanol production in the country during the last three years and the current year; and

(c) the minimum and maximum selling price of ethanol during the said period?

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI RAOSAHEB PATIL DANVE): (a) and (b) Under Ethanol Blended Petrol (EBP) programme, the Central Government has already decided 5% blending at all India level, which can go up to 10% in a State. Further, the Central Government, with a view to increase production of ethanol is providing soft loans up to 40% of the project cost to the sugar mills from Sugar Development Fund (SDF) for setting up ethanol projects. Production of alcohol or ethanol is linked to the production of molasses which is a by-product during production of sugar. According to industry sources, the estimates for production of molasses and likely production of ethanol during 2010-11, 2011-12, 2012-13 and the current year is as per Statement.

(c) The Basic Price of ethanol on which Oil Marketing Companies (OMCs) have procured ethanol for the Ethanol Blended Petrol Programme varied between Rs. 27 per litre to Rs. 38 per litre during the said period.

### Statement

#### *Production of Molasses and Ethanol*

	Production of Molasses (in lakh tonnes)				Production of Alcohol/Ethanol (in million litres)			
	2013-14*	2012-13	2011-12	2010-11	2013-14*	2012-13	2011-12	2010-11
All India	107.82	117.44	118.24	109.70	2695.50	2936.00	2956.00	2742.50

\*figures for 2013-14 are estimated

Production of alcohol has been calculated at the standard of 250 litres per tonne. Molasses production is based on Final Manufacturing Report of Sugar Mills which is a statutory document

[English]

Hon'ble Speaker: The house stands adjourned to meet again at 12:00 noon.

**11.41 hrs**

The Lok Sabha then adjourned till twelve of the clock.

**12.00 hrs**

*The Lok Sabha reassembled at Twelve of the clock.*

(HON. SPEAKER *in the Chair*)

[Translation]

SHRI RAJESH RANJAN (Madhepura): Madam Speaker, students were beaten up brutally who were protesting against UPSC exam pattern... (*Interruptions*)

HON. SPEAKER: You may give a notice under Calling Attention or Rule 193. [English] Then, I will allow. ... (*Interruptions*)

**12.0½ hrs**

#### PAPERS LAID ON THE TABLE

[English]

HON. SPEAKER: Papers to be laid.

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): On behalf of Shri Shripad Yesso Naik, I beg to lay on the Table:-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Raja Rammohun Roy Library Foundation, Kolkata, for the year 2012-2013, along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Raja Rammohun Roy Library Foundation, Kolkata, for the year 2012-2013.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT 76/16/14]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Victoria Memorial Hall, Kolkata, for the year 2012-2013, along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Victoria Memorial Hall, Kolkata, for the year 2012-2013.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. LT 77/16/14]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Khuda Bakhsh Oriental Public Library, Patna, for the year 2012-2013, along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Khuda Bakhsh Oriental Public Library, Patna, for the year 2012-2013.
- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. See No. LT 78/16/14]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Rampur Raza Library, Rampur, for the year 2012-2013, along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Rampur Raza Library, Rampur, for the year 2012-2013.
- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See No. LT 79/16/14]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Museum, Kolkata, for the year 2012-2013, along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Museum, Kolkata, for the year 2012-2013.
- (10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.  
[Placed in Library. See No. LT 80/16/14]
- (11) (i) A copy of the Annual Report (Hindi and English versions) of the National Museum Institute of History of Art, Conservation and Museology, New Delhi, for the year 2012-2013, along with Audited Accounts.  
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the National Museum Institute of History of Art, Conservation and Museology, New Delhi, for the year 2012-2013.
- (12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.  
[Placed in Library. See No. LT 81/16/14]
- (13) (i) A copy of the Annual Report (Hindi and English versions) of the South Zone Cultural Centre, Thanjavur, for the year 2010-2011, along with Audited Accounts.  
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the South Zone Cultural Centre, Thanjavur, for the year 2010-2011.
- (14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.  
[Placed in Library. See No. LT 82/16/14]
- (15) (i) A copy of the Annual Report (Hindi and English versions) of the South Zone Cultural Centre, Thanjavur, for the year 2011-2012, along with Audited Accounts.  
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the South Zone Cultural Centre, Thanjavur, for the year 2011-2012.
- (16) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.  
[Placed in Library. See No. LT 83/16/14]
- (17) (i) A copy of the Annual Report (Hindi and English versions) of the South Zone Cultural Centre, Thanjavur, for the year 2012-2013, along with Audited Accounts.  
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the South Zone Cultural Centre, Thanjavur, for the year 2012-2013.
- (18) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (17) above.  
[Placed in Library. See No. LT 84/16/14]
- (19) (i) A copy of the Annual Report (Hindi and English versions) of the Nava Nalanda Mahavihara, Nalanda, for the year 2012-2013.  
(ii) A copy of the Annual Accounts (Hindi and English versions) of the Nava Nalanda Mahavihara, Nalanda, for the year 2012-2013, together with Audit Report thereon.  
(iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Nava Nalanda Mahavihara, Nalanda, for the year 2012-2013.
- (20) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (19) above.  
[Placed in Library. See No. LT 85/16/14]
- (21) (i) A copy of the Annual Report (Hindi and English versions) of the Central Institute of Himalayan Culture Studies, Dahung, for the year 2011-2012, along with Audited Accounts.  
(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Central Institute of Himalayan Culture Studies, Dahung, for the year 2011-2012.

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

[Placed in Library. See No. LT 86/16/14]

- (23) (i) A copy of the Annual Report (Hindi and English versions) of the North Central Zone Cultural Centre, Allahabad, for the year 2012-2013, along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the North Central Zone Cultural Centre, Allahabad, for the year 2012-2013.

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

[Placed in Library. See No. LT 87/16/14]

*[Translation]*

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI NIHAL CHAND): I beg to lay on the Table:-

- (1) A copy of each of the following papers (Hindi and English version):-

- (i) Memorandum of Understanding between the Brahmaputra Cracker and Polymer Limited and the Ministry of Chemicals and Fertilizers for the year 2014-15.

[Placed in Library. See No. LT 88/16/14]

- (ii) Memorandum of Understanding between the Karnataka Antibiotics and Pharmaceuticals Limited and the Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers, for the year 2014-15.

[Placed in Library. See No. LT 89/16/14]

- (iii) Memorandum of Understanding between the Bengal Chemicals and Pharmaceuticals Limited and the Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers, for the year 2014-15.

[Placed in Library. See No. LT 90/16/14]

- (iv) Memorandum of Understanding between the Hindustan Antibiotics Limited and the Department of Pharmaceuticals, Ministry of Chemicals and Fertilizers, for the year 2014-15.

[Placed in Library. See No. LT 91/16/14]

- (2) A copy of the Statement (Hindi and English versions) explaining reasons for not laying the Annual Reports and Audited Accounts of the Bengal Chemicals and Pharmaceuticals Limited for the years 2011-12 and 2012-13 within the stipulated period of nine months after the close of the respective accounting years.

[Placed in Library. See No. LT 92/16/14]

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

- (a) (i) Review by the Government of the working of the Hindustan Antibiotics Limited, Pune, for the year 2012-2013.

- (ii) Annual Report of the Hindustan Antibiotics Limited, Pune, for the year 2012-2013, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT 93/16/14]

- (b) (i) Review by the Government of the working of the Bengal Chemicals and Pharmaceuticals Limited, Kolkata, for the year 2010-2011.

- (ii) Annual Report of the Bengal Chemicals and Pharmaceuticals Limited, Kolkata, Pune, for the year 2010-2011, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

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

[Placed in Library. See No. LT 94/16/14]

*[English]*

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RIJJU): I beg to lay on the Table a copy each of the following Notifications (Hindi

and English versions) under sub-section (3) of Section 156 of the Indo-Tibetan Border Police Force Act, 1992:-

- (1) The Indo-Tibetan Border Police Force, Combatant Accounts Cadre, Group 'A' and 'B' Posts Recruitment Rules, 2014 published in Notification No. G.S.R. 209(E) in Gazette of India dated 25th March, 2014.

[Placed in Library. See No. LT 95/16/14]

- (2) The Indo-Tibetan Border Police Force, Animal Transport Cadre (Non-gazetted) Recruitment (Amendment) Rules, 2014 published in Notification No. G.S.R. 359(E) in Gazette of India dated 27th May, 2014.

[Placed in Library. See No. LT 96/16/14]

- (3) The Indo-Tibetan Border Police Force, General Duty Cadre (Group 'A' Posts) Recruitment (Amendment) Rules, 2014 published in Notification No. G.S.R. 94(E) in Gazette of India dated 18th February, 2014.

[Placed in Library. See No. LT 97/16/14]

*[Translation]*

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (DR. SANJEEV BALYAN): Hon'ble Speaker, I beg to submit a copy each of the following Notifications (Hindi and English versions) issued under Section 27 and 28 of the Insecticides Act, 1968:-

- (1) The Banning of Mirex Order, 2014 published in Notification No. S.O. 910(E) in Gazette of India dated 27th March, 2014.
- (2) The Banning of Hexachlorobenzene Order, 2014 published in Notification No. S.O. 911(E) in Gazette of India dated 27th March, 2014.

[Placed in Library. See No. LT 98/16/14]

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI SUDARSHAN BHAGAT): Hon'ble Speaker, I beg to submit a copy each of the following papers (Hindi and English versions):-

- (1) Memorandum of Understanding between the National Scheduled Castes Finance and

Development Corporation and the Ministry of Social Justice and Empowerment for the year 2014-2015.

[Placed in Library. See No. LT 99/16/14]

- (2) Memorandum of Understanding between the National Safai Karamcharis Finance and Development Corporation and the Ministry of Social Justice and Empowerment for the year 2014-2015.

[Placed in Library. See No. LT 100/16/14]

**12.04 hrs**

#### MESSAGE FROM RAJYA SABHA

*[English]*

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

"In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 14th July, 2014 agreed without any amendment to the Andhra Pradesh Reorganization (Amendment) Bill, 2014 which was passed by the Lok Sabha at its sitting held on the 11th July, 2014."

**12.04½ hrs**

#### ELECTION TO COMMITTEE

##### Committee on Official Language

*[English]*

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI KIREN RIJJU): On behalf of Shri Rajnath Singh, I beg to move the following:-

"That in pursuance of section 4(2) of the Official Languages Act, 1963, the members of this House do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, twenty members from amongst themselves to be members of the Committee on Official Language to review the

progress made in the use of Hindi for the official purposes of the Union and submit a report to the President making recommendations thereon in accordance with Section 4 (3) of the said Act.”

HON. SPEAKER: The question is:

“That in pursuance of section 4 (2) of the Official Languages Act, 1963, the members of this House do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, twenty members from amongst themselves to be members of the Committee on Official Language to review the progress made in the use of Hindi for the official purposes of the Union and submit a report to the President making recommendations thereon in accordance with Section 4 (3) of the said Act.”

*The motion was adopted.*

[*Translation*]

...(Interruptions)

HON. SPEAKER: Rajesh Ranjanji, I am not allowing the adjournment notice given by you.

...(Interruptions)

HON. SPEAKER: Regarding those members who want to raise the issue of UPSC, I would just like to say that I will allow you only after you raise it under any of the several rules.

...(Interruptions)

HON. SPEAKER: I will also give you the opportunity to speak in Zero Hour.

...(Interruptions)

**12.05 hrs**

**STATEMENT BY MINISTER**

**Reported meeting of an Indian Journalist  
with Hafiz Saeed in Pakistan**

[*Translation*]

THE MINISTER OF URBAN DEVELOPMENT,  
MINISTER OF HOUSING AND URBAN POVERTY  
ALLEVIATION AND MINISTER OF PARLIAMENTARY

(SHRI M. VENKAIAH NAIDU): Madam, yesterday some members raised an issue in the House that a Journalist of India had gone to Pakistan and met tourist leader Hafiz Saeed. I have talked to the Minister of External Affairs, Shrimati Sushma Swaraj ji and she is present in the House. She will give a statement in this context.  
...(Interruptions)

HON. SPEAKER: Now you listen. You cannot keep demanding and continue to speak also.

...(Interruptions)

HON. SPEAKER: Saugata Roy ji, sit down. Everyone will not speak on every issue.

...(Interruptions)

THE MINISTER OF EXTERNAL AFFAIRS AND MINISTER OF OVERSEAS INDIAN AFFAIRS (SHRIMATI SUSHMA SWARAJ): Madam Speaker, I have come today to make a statement on the issue raised yesterday in the House. Very categorically and unequivocally, through you, I would like to tell the House with full responsibility that the Pakistan visit of Shri Ved Pratap Vedic or his meeting with Hafiz Saeed there has no link with the Government of India at all. Neither before going to Pakistan nor after reaching there, he informed the Government that he was going to meet Hafiz Saeed  
...(Interruptions)

HON. SPEAKER: What is this? [*English*] Why are you taking his name? [*Translation*] Saugata Roy ji, you are senior. It is not required on your part to interrupt every time.

...(Interruptions)

SHRIMATI SUSHMA SWARAJ: Madam Speaker, his visit and his meeting was purely personal. It is not fair to level such allegation here that he went as somebody's emissary. It is not correct to say that he is somebody's agent or the Government of India facilitated this meeting or helped him in meeting Hafiz Saeed. This whole thing is untrue and baseless as well as very unfortunate. Through you, I would like to tell the House that the Government of India has no connection with it. I want to reiterate it  
...(Interruptions)



[*Translation*]

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): Hon. Speaker, some Hon. Members wanted to raise the issue of UPSC. Let them give the notice. After your permission, the Government will also react to it. ...(*Interruptions*)

HON. SPEAKER: Will you give a statement right now?

SHRI M. VENKAIAH NAIDU: Regarding the UPSC issue, about which people are expressing their anguish and some incident happened outside, I would like to say that after the notices are given and permitted for discussion, the Government will give its response at an appropriate time later.

[*English*]

HON. SPEAKER: Do you want to say something just now?

[*Translation*]

SHRI M. VENKAIAH NAIDU: After your permission.

HON. SPEAKER: Not now, later.

...(*Interruptions*)

HON. SPEAKER: All the issues cannot be taken up together, I am asking you as to will you give a reply under some rule or will you reply right now? UPSC issue was raised yesterday also. Rajnathji, would you like to say something in this context right now or will you reply afterwards?

...(*Interruptions*)

HON. SPEAKER: Not today. All right. I have said. You raise it under some rule and you will get the reply. Its over now.

...(*Interruptions*)

[*English*]

HON. SPEAKER: He has already said that.

...(*Interruptions*)

[*Translation*]

HON. SPEAKER: What is the point in repeating? It has been raised. Will you repeat the same thing again

and again? The Government has made its stand clear. I sought the Government's response after you raised the issue.

...(*Interruptions*)

[*English*]

SHRI JYOTIRADITYA M. SCINDIA (Guna): Madam, he must be allowed to speak....(*Interruptions*)

SHRI MALLIKARJUN KHARGE (Gulbarga): Madam, I am thankful to you....(*Interruptions*) I would like to know the action they are going to take...(*Interruptions*)

[*Translation*]

HON. SPEAKER: There is no question of taking action. Dharmendra Ji, please take your seat. The Government has asked you to raise the issue and then you will get the answer. I have allowed Mehbooba Ji but along with it, I would like to say that I am allowing you. I have said again and again that as regards placards, rules are made by you. There is nothing new in this. These are not allowed. I am saying this from day one. I request all the Members not to show placards in the House. Do not compel me. Its my request to you. Please cooperate.

...(*Interruptions*)

HON. SPEAKER: She has made her statement. No discussion on the statement. If you ask for discussion on another issue, it will be allowed. [*English*] She has made her statement. [*Translation*] Ok. If there is no question, there is no issue of taking action. Mehbooba Ji, you speak.

...(*Interruptions*)

HON. SPEAKER: This is not fair.

...(*Interruptions*)

**12.10 hrs**

**SUBMISSION BY MEMBERS**

**Re: Situation in Gaza due to alleged attack by Israeli forces on Palestine Civilians**

[*Translation*]

KUMARI MEHBOOBA MUFTI (Anantnag): Hon. Madam Speaker, we had raised this issue yesterday also

that Gaza is facing attacks for the past several days. Many people are being killed in which there are a large number of children and women. Yesterday, when we were talking about that and protesting the incidents, the number casualties was 170 which increased to 186 yesterday night. We have no idea regarding the number of people killed so far. There were 35 children among the people who were killed yesterday night.

Madam, we are not interested in showing this picture here to you...*(Interruptions)*

HON. SPEAKER: You should not use this type of language. This is the rule.

...*(Interruptions)*

KUMARI MEHBOOBA MUFTI: I thought that our hearts have become ruthless. Our country has been a long-term ally of Palestine. Yasser Arafat called Indira Ji her sister because Indira Ji stood for the cause of Palestinians. Now, attacks are going on there and children are being killed. The number of children killed was 186 yesterday night and I think now it has reached 200. People more than this number are injured and are in the hospitals. You saw just now that some children have lost their eyes and some have lost their legs. Hospitals are full of injured people...*(Interruptions)*

Madam, we brought the adjournment motion. Our party is a very small party having two members here. We wanted that Question Hour should be suspended because people are dying. No issue can be bigger than it. We wanted to suspend Question Hour and discuss this matter. But you did not do so. Its my request that the entire House should condemn Israeli attack. World leaders are meeting today, perhaps Modi Ji will be also there. A Reolution should be passed regarding declaration of ceasefire. The attack is one-sided because all the casualties happened in Gaza, there is no casualty in Israel ...*(Interruptions)*... We want that the NDA Government convey the Government of Israel by using its officers *[English]* They should convey the concern of the House to them so that they show respect. *[Translation]* These attacks should be stopped...*(Interruptions)*

HON. SPEAKER: Thank you. Your notice was there before me and I gave you the opportunity. Please do not do more discussions.

...*(Interruptions)*

KUMARI MEHBOOBA MUFTI: The students of schools and colleges of Kashmir are on roads. *[English]* It is an emotional issue for everybody....*(Interruptions)*

*[Translation]*

HON. SPEAKER: Please Mehbooba Ji, you should end your speech.

...*(Interruptions)*

*[English]*

HON. SPEAKER: All of you can associate with her.

...*(Interruptions)*

*[Translation]*

HON. SPEAKER: Shri P.K. Biju is associated with Mehbooba Mufti.

**12.12 hrs**

**MATTERS UNDER RULE 377\***

*[English]*

HON. SPEAKER: 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 text of the matter at the Table of the House within 20 minutes. Only those matters shall be treated as laid for which text of the matter has been received at the Table within stipulated time. The rest will be treated as lapsed.

**(i) Need to start work on multipurpose project for development of various facilities in Ballia Parliamentary constituency, Uttar Pradesh.**

*[Translation]*

SHRI BHARAT SINGH (Ballia): I want to draw the attention of the Government towards reviving and properly implementing the multipurpose project lying closed in my Parliamentary Constituency Ballia.

Despite spending so much revenue by the Centre and the State Governments in my constituency, Ballia, various important schemes of the Central and State

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\* Treated as laid on the Table.

Governments under multipurpose projects constructed on 215 acre of land are lying stuck. For example, Agriculture Research Centre, the biggest water fountain of Asia, guest house (Department of Forest), nursery, canteen equipped with the state of the art facilities, Bhojpuri Cultural Centre, Planetarium, history museum, old age home, children park, auditorium, guest house of department of telecommunication, artificial lake, artificial bridge, etc. are lying closed for the last few years. This multipurpose project is getting turning into wilderness in the absence of proper care.

I again request the government to intervene in this serious issue of urgent public importance and issue orders to the department concerned to operate this multipurpose project of Ballia properly which would lead towards all round development of the area along with encouragement to tourism, employment for the youth and checking migration of the youth.

**(ii) Need to extend Shram Shakti Express running between New Delhi and Kanpur upto Jhansi**

SHRI BHANU PRATAP SINGH VERMA (Jalaun): In my Parliamentary Constituency of Jalaun Bhognipur, from Jhansi to Kanpur route in North Central Railway, there are about one and half dozen stations like Bhognipur, Kalapi, Urai, Ata, Moth, Chirgoan, but there is no direct train for Delhi on this route. As a result, passengers have to face a lot of difficulty.

Therefore, it is my demand that Shram Shakti Express, which runs from Delhi to Kanpur and remains parked there for 17 hours, be extended up to Jhansi so that the inhabitants of this area may avail the facility of direct train for Delhi.

**(iii) Need to expedite the development of National Highway No. 228 declared as a Dandi Heritage route**

SHRIMATI JAYSHREEBEN PATEL (Mahesana): The then Prime Minister of India had declared that Dandi route would be declared as a heritage route. This was the route taken by Mahatma Gandhi for Dandi March. That is why the Government of India recognized this route as National Highway No. 228 in the year 2006.

The Government of Gujarat completed the first phase of this route at a cost of 152 crore rupees within

one year. As per the advice of the consultant appointed by the Government of India, the Government of Gujarat has sent a proposal to complete the work of the second phase at a cost of Rs. 213 crore (vide letter dated 29.09.2009). But, till date, no action has been taken on the proposal of such an important scheme.

The Cabinet Secretariat took a decision on June 2011 that Dandi-Ahmedabad National Highway should be delinked with the objective of implementing a declaration by hon'ble Prime Minister, and the Ministry of Road Transport and Highways should consider this issue under the extant provisions.

The Ministry of Road Transport and Highways submitted a proposal (dated 23.11.2012) for the realignment of Ahmedabad-Dandi National Highway (N.H. 228). The Government of Gujarat has reservations in this regard because this route has a historical significance as it was chosen by Mahatma Gandhi for Salt Movement. That is why, the then Minister and Chief Minister of Gujarat demanded from the Government of India through letters that work should be started on already aligned route and its realignment should not be done. The Government of Gujarat has also made written submission several times in this regard. Therefore, I request that the scheme should be implemented on already aligned route and work should be not delayed by amending and aligning it from the beginning.

**(iv) Need to provide better railway connectivity in Jalore Parliamentary Constituency in Rajasthan**

SHRI DEVJI M. PATEL (Jalore): The first train operated from Jalore on 15th March, 1929 *i.e.* eight decades ago. Today, the population of Jalore district has crossed 20 lakh. Passenger amenities have not been provided on 223.44 km stretch in Samdari, Bhildi. The people of Jalore reside in Gujarat, Maharashtra, Karnataka, Tamil Nadu, Kerala etc. for business purposes. These people visit Rajasthan quite often but they face difficulties in the absence of direct train service. It is very hard to get confirm tickets in all South bound trains originating from Ahmedabad. Therefore, Jalore and Palanpur should be connected with direct train service.

(a) Bangalore to Jodhpur *via* Samdari Bhildi.

- (b) Hyderabad to Jodhpur *via* Samdari Bhildi.
- (c) Coimbatore to Jodhpur *via* Samdari Bhildi.
- (d) Chennai to Jodhpur *via* Samdari Bhildi.
- (e) Bikaner Express (12489-12490) which runs from Dadar to Jodhpur should be operated on daily basis.

Similarly, Jalore to Sirohi district centre should be connected by railway network. Survey work has already been conducted in this regard. But, the said scheme has not materialized so far.

**(v) Need to ensure timely payment of honorarium to Accredited Social Health Activists under National Rural Health Mission in Uttar Pradesh and also enhance the amount of honorarium paid to them**

SHRI JAGDAMBIKA PAL (Domariyaganj): The Union Government has implemented Maternity Benefit Programme under National Rural Health Mission to provide benefits of the scheme to each woman through ASHA in rural areas across the country. Maternal and child mortality rate has reported a sharp decline as a result thereof. Around eight lakh ASHA workers are playing an important role in ensuring safety of mother and child. ASHA workers ensure health check up of pregnant women at least three times before delivery in primary health centres and district hospitals in rural areas and ensure deliveries of these women in hospitals. ASHA workers are provided honorarium of Rs. 600/- per case despite discharging their duties with utmost sincerity. ASHA workers are not receiving timely honorarium in Uttar Pradesh since April, 2013 due to which these workers are facing acute financial crisis. On the other hand, ASHA workers are making demand to provide honorarium to the tune of Rs. 3,000/- per month in place of incentive and staging protest in this regard. Hence, I urge upon the Government of India to take action immediately in view of the said grave problem.

**(vi) Need to provide adequate compensation to farmers of Kammakeri village in Belgaum Parliamentary constituency in Karnataka in lieu of acquisition of their farm land for Kudachi-Bagalkot railway project in the State**

[English]

SHRI SURESH C. ANGADI (Belgaum): The proposal to lay a new Railway track, along Kudachi-

Bagalkot route, in Karnataka State, has already received its nod/approval in the Railway Budget-2012-13. But simmering differences amongst the farmers have arisen over the compensation of land acquired from the farmers of the Kammakeri village in Ramdurg taluka of Belgaum district. For, the land value fixed as compensation by the Railway authorities earlier was approximately Rs. 12.00 lakh per acre. However, farmers allege that now it is being fixed at Rs 4.50 lakh per acre which is very meagre.

In this respect, I urge upon the Railway Ministry to kindly look into the matter and request it, to see to it, that the value of those lands which are to be acquired from the farmers of Kammakeri village in my Parliamentary Constituency is on a par with the market value prevailing in the neighbouring Bagalkot district as the lands that are proposed to be acquired from the farmers of the Kammakeri village are very fertile and irrigated lands.

Hence, I demand that the farmers who lose their lands for the implementation of the new Kudachi-Bagalkot Railway Project in Karnataka, are reasonably compensated.

**(vii) Need to undertake gauge conversion of Khijadiya-Amreli-Visavadar- Junagarh railway line and expedite survey work of new railway line in Amreli Parliamentary Constituency, Gujarat**

[Translation]

SHRI NARANBHAI BHIKHABHAI KACHHADIA (Amreli): I want to bring it to your cognizance that a proposal for primary survey of the work of gauge conversion of 113.61 km of Khijadiya-Amreli-Visavadar-Junagarh and laying new rail line of 149 km was sent to the previous Government for consideration, but this survey work could not be approved due to some technical faults and the survey work is going on very slowly.

You are requested to give instructions to the concerned zonal officials to expedite the survey work so that this work could be completed on time and public could get its benefit as soon as possible.

**(viii) Need to augment and improve railway facilities providing better railway connectivity in Baghpat Parliamentary Constituency in Uttar Pradesh**

DR. SATYA PAL SINGH (Baghpat): Shahadra-Saharanpur railway line functioned as narrow line from

1907 to 1970 and it was converted into broad gauge in 1970 and since then, 7 local and 1 express trains have been running on this line with a speed of 23 km/hour to 38 km/hour maximum. Even after 66 years of independence, it takes one and a half hours to two hours to reach Delhi from the important towns (Khekra, Baghpat, Baraut) of National Capital Region which are only 20 to 50 km away from Delhi and it is a matter of concern. The needs and expectations related to my Parliamentary Constituency, Baghpat is mentioned below:

1. The number of passengers travelling in rail coaches is 3-4 times the sanctioned number of passengers who even travel sitting on roofs of the trains and toilets of the trains due to unavailability of seats because of excessive congestion. Additional coaches should be added to all the trains running at present for the safety of daily passengers.
2. Doubling and electrification of Delhi-Saharanpur rail line should be done because the Department of Railways has conducted survey and viability of the said project.
3. A fast train should be run between Delhi-Saharanpur and any one of the Shatabdi train going to Dehradun should be passed through Baraut-Shamli-Saharanpur.
4. Baraut and Saharanpur, and Modinagar and Ghaziabad should be connected through metro.
5. Baraut, Baghpat, Khekra and Modinagar railway stations should be elevated and arrangement should be made for basic facilities such as waiting rooms, toilets, canteens and separate waiting rooms for women.
6. Refrigerated goods trains should be arranged for the logistics of fruits, vegetables and milk products produced by the farmers and consumers will benefit from it.
7. Any small rail industry should be set up keeping in mind the availability of the iron workers in this sector.
8. Proper safety arrangements should be made on unmanned level crossings to check any untoward incident.

9. People should be given relief by providing more and more facilities to the Railways in this National Capital Region (N.C.R.) adjoining to Delhi.

So, I request the Hon. Railway Minister to certainly make some provision in the budget of this year to deal with the said problems of my Parliamentary Constituency.

**(ix) Need to exempt Bundi city in Rajasthan from the forest laws applicable to regions surrounding Ramgarh wildlife sanctuary to facilitate the development works in the city**

SHRI OM BIRLA (Kota): All the facilities such as all type of construction works, registries, bank loans, Kisan Credit Cards etc. was banned in Bundi city of my Lok Sabha Constituency by Forest Department vide notification number 79 dated 20th June, 1982 of the State Government, under which about three-fourth area of Bundi city was notified to be within confines of wildlife sanctuary, Ramgarh. Population of about one and a half lakh are directly getting affected by this ban.

It is worth mentioning that this notification was issued in 1982 but settlement was not done by the Forest Department since then till 2011 and all the restrictions were imposed in 2011 on the basis of the said notification.

Maximum area of Bundi city is populated for centuries and before the issue of the said notification and the recommendation to exempt it from the applicable forest laws had been made by the then joint survey report of Forest and Revenue Department.

The public of entire Bundi city are bearing the brunt of this serious problem and have been agitating for the last three years. So, its my demand to exempt the said region from the forest laws applicable to regions surrounding Ramgarh Wildlife Sanctuary at the earliest and accelerate the stunted development of Bundi so that population of 1 lakh 50 thousand could get relief.

**(x) Need to improve BSNL service in Hingoli Parliamentary Constituency, Maharashtra**

[English]

SHRI RAJEEV SATAV (Hingoli): BSNL Network in Hingoli, Nanded, Yavatmal districts is non-functional for the last many months. I request the Union Government to

take necessary steps for proper functioning of BSNL network.

**(xi) Need to set up a Textile Park in Perambalur district, Tamil Nadu.**

SHRI R.P. MARUTHARAJAA (Perambalur): In Perambalur District of Tamil Nadu, around 3000 acres of agricultural land was acquired from the farmers at a very cheap rate by a Private firm from Andhra Pradesh during UPA-I regime from the villages of Iraiur, Iyanperaiyur and Pennekonam to set up a Special Economic Zone (SEZ) in Perambalur. But so far, nothing has been done by the Union Government to set up SEZ as promised. Even though State Government is ready to extend all possible help to set up SEZ at Perambalur nothing has been done now. The farmers who had sold their land to the Union Govt. to set up SEZ are also facing problems due to unemployment and non-cultivation of their lands. Educated youth of this backward area are not getting proper employment opportunities. Perambalur is a backward area, there are no industries/factories to create employment opportunities for the unemployed educated youth as well as the farmers. So, the unemployed youth are migrating to other cities in the State and other States of the country in search of employment.

As Perambalur and its surrounding areas are specialized in cultivation of Cotton, a Textile Park can be set up there, so that the natural resources available can be utilized in a proper way. The youth of the area will get employment. The unemployed farmers can get some kind of opportunities to earn their livelihood. This way the Union Government can develop Perambalur area which comes under my parliamentary constituency. The unemployed youth are expecting more employment opportunities from the new government. Hence, I urge upon the Union Government to take necessary steps urgently to set up a Textile Park in Perambalur.

**(xii) Need to construct a bridge or underpass on NH-45 at Kootteripattu village under Arani Parliamentary Constituency, Tamil Nadu**

SHRI V. ELUMALAI (Arani): I would like to draw the attention of the Government towards the dire need to take up immediate steps to construct a bridge or underpass on NH-45 at Kootteripattu village which is 130 kilometers from Chennai under Arani Parliamentary

Constituency in Tamil Nadu to avoid accidents. Pedestrians are being hit by the speeding vehicles due to lack of a bridge to reach another village or town as it is a junction. So far about 200 people died and more than 1000 people were injured due to accidents on this highway. It is learnt that a former Hon'ble Minister for Road Transport & Highways had given instructions to the concerned officials to take necessary steps to construct a over bridge or under pass. But, so far, nothing happened. Detailed Project Report for the construction of elevated bridge or under pass road at Kootteripattu junction (Mailam-Pondy Road-SH 136 and Vellimedupettai — Mailam Road — MD 739) should be taken up immediately. There is heavy traffic density on NH 45 even after completion of four lanes by NHA. Mailam — Pondy Road (SH-136) and Vellimedupettai-Mailam Road (MD-739) are branching on NH-45 and no under pass has been provided at the junction of NH 45, SH 136 and MD 739 to facilitate easy traffic movement along NH 45. There is heavy traffic and the location is accident-prone due to uncontrolled speeding of vehicles. The local people are very much agitated. Hence, I request the Hon'ble Minister for Road Transport & Highways to take up this project on an urgent basis by directing the Road Transport and National Highways Authorities.

**(xiii) Need to build a deep sea port with railway connectivity at Sagar Islands in West Bengal**

PROF. SAUGATA ROY (Dum Dum): West Bengal has no sea port at the moment. The two ports in West Bengal, namely, Kolkata and Haldia are fast silting up in spite of dredging works. There is need for a deep sea port in the State. The previous Government had announced setting up of a deep sea port at Sagar Islands with rail connectivity. There has been no mention of this port in the finance minister's budget speech. I will request the Union Government to start work on the deep sea port with rail connectivity immediately.

**(xiv) Need to undertake repair and conversion of National Highway No. 60 into four lane in West Bengal**

SHRIMATI SATABDI ROY (Birbhum): This is to bring to the kind notice of the Government that a major road route of 155 KM length in the District of Birbhum of NH 60 was to be constructed and undertaken by the

Highway Department about 15 years ago which connected two adjacent Districts of Murshidabad and Burdwan towards NH 34 and NH 2. It is called a second route of North Bengal connection.

Railway connectivity of the District Town Suri is still poor and most dependable route is NH 60 for the majority of people of the district.

Big mines like Stone and China clay and so many big and small industries as well as Bakreswar Thermal Power Plant are transporting their raw-materials and products through this highway. Employment of lakhs of people have been dependent upon this highway.

Thousands of overloaded vehicles with stone chips have been passing through this road and fulfilling the need of stone chips for entire Eastern India and the Government has been earning a good amount of revenue from this NH 60.

Side by side movement of vehicles are causing deaths of numerous lives in road accidents. Accidents and road jams have increased in a sharp manner due to the damaged condition of the entire road which requires immediate repair.

Considering plying of huge number of vehicles and occurrence of the accidents and earning of Government revenue from NH 60, urgent repair, renovation development and conversion to 4 lane is immediately required.

**(xv) Need to conduct a CBI inquiry into the kidnapping and disappearance of children and youth in Punjab**

PROF. SADHU SINGH (Faridkot): The incidents of kidnapping of children and youth have assumed alarming proportion in Faridkot, Punjab. Many youngsters and adult youth have been kidnapped during the last few months. The State police department has not been able to crack even a single case of these kidnappings. The mysterious disappearance of these young ones expose the inefficiency of the police authorities or points to any high level conspiracy behind disappearance of children and youth on a large scale in the State.

These happenings have created a situation of unbearable tragedies and horror for the people of this

area. Keeping in view the above situation, I demand a CBI enquiry into the disappearance of children and youth in the State.

**(xvi) Need to fix the Minimum Support Price of Maize particularly in Purnia Parliamentary Constituency, Bihar**

*[Translation]*

SHRI SANTOSH KUMAR (Purnea): My Parliamentary Constituency, Purnea and adjoining districts of Kosi region are major maize producing districts in Bihar. Maize is the major source of livelihood and income for the farmers of this region. People of the regions are solely dependent on maize farming for livelihood of their families. Besides Bihar, there are certain other states where maize is produced in plenty.

The Government of India has declared support price of wheat, paddy, sugarcane and potato but support price of maize has not declared. I urge upon the Government to declare support price of maize in the current session itself in the interest of farmers across the country including Bihar.

**(xvii) Need to double the quota of MBBS seats for Lakshadweep**

*[English]*

MOHAMMED FAIZAL (Lakshadweep): Union Territory of Lakshadweep, with cent percent Minority & Scheduled Tribe population has no Medical College and for that reason the Ministry of Health and Family Welfare allocates a fixed number of MBBS seats for the students of Union Territory of Lakshadweep from the Central Pool Quota. Last year 13 seats of MBBS course were allocated to Lakshadweep. This is a common knowledge that Government of India has added 10000 MBBS seats throughout the Country.

It is, therefore, requested that considering the ST & Minority population of Lakshadweep and available additional seats, the quota of Lakshadweep may be doubled.

**(xviii) Need to amend Securitisation Act, 2002 providing for relief and exemption to the Rubber Plantation sector from attachment of collateral in the event of non-payment of farm loan**

SHRI JOSE K. MANI (Kottayam): I have come across a recent report of the Reserve Bank of India

taking exception to non-provisioning of bad debts extended to agriculture sector. This should act as a wake-up call for all lending institutions serving the farmer community which have under the garb of the provisions of the Securitization Act, are denying the process of natural justice to the borrowers from the farming community. The Securitization Act, 2002 vests powers with banking institutions lending to the agricultural sector to liquidate bad debts through the process of attachment of collateral by merely serving a notice. However, the above said provision does not apply to loans extended to the farming sector. Despite such immunity granted to the farming sector from the process of attachment of collateral under the Act, many banks lending to the agricultural sector are blatantly resorting to the provisions of the Act equating agricultural loans with commercial loans. Most of the victims of this discriminatory practice by banks belong to the Rubber plantation sector which has not been expressly identified as a beneficiary at a par with the general farming community as mentioned in the Act. It is, therefore, necessary to provide the same measure of relief and exemption to the Rubber plantation sector also by amending the relevant provisions of the Act.

[Translation]

HON. SPEAKER: Shri Nagendra Kumar Pradhan - not present.

Shri Prahlad Singh Patel.

SHRI PRAHLAD SINGH PATEL (Damoh): Madam Speaker, through you, I would like to draw attention of the Government towards two facts in respect of the examination being conducted by UPSC in the country ...*(Interruptions)*

**12.14 hrs**

*At this stage, Shri P. Karunakaran, Shri E. Ahamed, Kumari Mehbooba Mufti and some other hon. Members came and stood on the floor near the Table.*

[English]

HON. SPEAKER: Kumari Mehbooba Mufti ji, this is not the way. I am sorry.

...*(Interruptions)*

[Translation]

HON. SPEAKER: One cannot make a demand about each and every issue.

...*(Interruptions)*

SHRI PRAHLAD SINGH PATEL: This question is associated with the future of the youth and the country ...*(Interruptions)* Through you, I would like to put forth two data before the Parliament. Out of the total number of candidates appeared in UPSC Examination in the year 2008, 5817 *i.e.* 51.6 per cent candidates opted for English medium and 5082 *i.e.* 45.1 per cent candidates opted for Hindi Medium. In the year 2011, the total number of candidates who appeared in the examination was 11097 out of which 9203 candidates had opted for English medium and 1700 *i.e.* 15.3 per cent candidates had opted for Hindi Medium. In this way, the percentage has reduced from 45 per cent 15.3 per cent. UPSC had constituted Nigvekar Committee and it made two recommendations. It stated that the C-SAT exam pattern of UPSC totally favours the urban English medium candidates and it has a demoralizing effect on the rural candidates.

Secondly, the report stated that candidates with poor command over general knowledge are qualifying because of their good command over aptitude (C-SAT Pattern). Be it local language of South of Marwari of Rajasthan, there is an urgent need to change entire set up of UPSC.

Through you, I urge upon the Government that examination is scheduled to be held on 24th August but candidates are staging protest. It is my humble request to the Government to postpone the examination and change the C-SAT format of examination...*(Interruptions)*

HON. SPEAKER: Shri Kirit Somaiya, Shri Kirit Azad and Shri Kirit Solanki are associating themselves with the above mentioned subject.

Shri Ravindra Kumar Ray - not present.

DR. KIRIT SOMAIYA (Mumbai North East): Hon'ble Madam Speaker, the Election Commission has given an important decision in respect of paid news two days ago. The Election Commission has clarified that entire election



process is being damaged through the menace of paid news, therefore, a suitable decision is required to be taken in this regard....(Interruptions)

**12.17 hrs**

*At this stage, Prof. Saugata Roy and some other hon. Members came and stood on the floor near the Table.*

...(Interruptions)

DR. KIRIT SOMAIYA: The Election Commission has also informed the Union Government in the regard. That issue was also discussed during the 15th Lok Sabha. I would like to urge upon the Government that the Election Commission should end the menace of paid news ... (Interruptions) Therefore, I urge the NDA Government should consider the issue of paid news. This time, the commission has clearly stated that elected members are being disqualified for wrong filing of election returns on account of paid news or news published in newspaper. In this case, the sitting member of Lok Sabha who was previously elected to Legislative Assemble is being disqualified. Hence, the Government should take action immediately in this regard. ... (Interruptions)

HON. SPEAKER: Shri P.P. Chaudhary, Shri Balbhadra Manjhi and Shri Kirit Solanki are associated with the above mentioned subject.

[English]

Now, item Nos. 10 and 11 shall be taken up together.

...(Interruptions)

[Translation]

HON. SPEAKER: Now, we start discussion on the Railway budget. I would request all of you that this is not the way to seek reply from the Government. Please go back to your seats and allow the discussion on railway budget to take place. I had allowed you.

...(Interruptions)

[English]

HON. SPEAKER: Please go to your seats. [Translation] This is not the way.

...(Interruptions)

HON. SPEAKER: I will not allow this.

[Translation]

...(Interruptions)

HON. SPEAKER: Please allow the discussion on railway budget to take place. Shri Prahlad Joshi, please speak.

...(Interruptions)

HON. SPEAKER: It is not necessary to answer every question. This is not the way.

...(Interruptions)

[English]

HON. SPEAKER: This is not the way. I am sorry.

...(Interruptions)

[Translation]

HON. SPEAKER: What is the issue on which you are asking for a reply and this is not the way to get a reply.

...(Interruptions)

[English]

HON. SPEAKER: Is this the way to get a reply? Please go to your seats.

...(Interruptions)

[Translation]

HON. SPEAKER: It is not necessary to answer every question. [English] I am sorry.

...(Interruptions)

HON. SPEAKER: The House stands adjourned to meet again at 12.45 p.m.

**12.19 hrs**

*The Lok Sabha then adjourned till Forty Five Minutes past Twelve of the Clock.*

**12.45 hrs**

*The Lok Sabha reassembled at Forty Five Minutes past Twelve of the Clock.*

(HON. SPEAKER *in the Chair*)

## SUBMISSION BY MEMBERS .....Contd.

**Re: Situation in Gaza due to alleged attack by Israeli forces on Palestine Civilians***[Translation]*

HON. SPEAKER: Hon'ble Members, some members have requested me to allow them to express their views precisely on the issue raised by Mehboobaji. *[English]* I am allowing them. Dr. Shashi Tharoor wants to say something on this subject. Dr. Tharoor, you please conclude within a minute or two.

DR. SHASHI THAROOR (Thiruvananthapuram): We just wanted to express our support for the concerns that have been conveyed by the hon. Member from the PDP. The fact is that we have witnessed in the last few days a tremendous humanitarian tragedy, 192 people have been killed, including 37 children. As you know, India and the Congress Party have consistently stood for peace and justice in the area of Palestine. From our point of view, the two states there must live in peace side by side and people should not become innocent victims of terror. When a tragedy is unfolding, we feel that it is appropriate that the Lok Sabha should express the concerns of the Indian people. Therefore, we support the request of the hon. Member, Kumari Mehbooba Mufti that a formula should be found for the House to collectively express its concern.

In the meantime we have received news that the Israelis have accepted the truce offer promoted by the Egyptians. If Hamas also accepts it, we will see some peace and we will certainly want to encourage that. So, I would request you, Madam Speaker, to find a way in which the Minister of External Affairs can also attend and the House can have a Half-an-Hour Discussion on this matter. It can pass a Resolution which conveys the sense of the people of India about what has been happening and what may yet happen.

SHRI E. AHAMED (Malappuram): Madam Speaker, I do not know how to express what is going on there in the Gaza area. Innocent people are being butchered. They are being mercilessly killed. Women and children are being mercilessly killed. What is going on is a flagrant violation of international human rights. Nobody is speaking about this. Unfortunately, all these big powers

have been playing hide and seek to avoid this serious human rights issue. Therefore, India has a responsibility. India has always been standing behind the Palestinian people. India has traditionally been supporting the Palestinian people. Right from the time of Mahatma Gandhi and Jawaharlal Nehru, we have been supporting the Palestinian people. This human rights violation should be stopped.

I may just mention that the Gaza Strip is the most populated area in the Earth located in 360 sq. kms. radius with 1.8 million people. Largest number of people in the world live in that area. India should condemn the alleged atrocities and the war crime being committed by the Israeli forces in Gaza. It is the holy month of Ramadan. In spite of that Israelis are waging unjust and despicable war against innocent people of Palestine.

Madam Speaker, I will take only one minute more. Even women and children are not being spared. Therefore, this silence of the international community is shocking. It has also to be condemned. Now, 180 people have been killed, including 37 children, 24 women and 12 elderly people. Around 1260 people were injured since Israel started the current aggression on Gaza.

I would just like to request this House to condemn this also as well as to prevail upon the Government of India to take up the matter with the international body, the United Nations. The President of Palestine Mahmoud Abbas has already written to the Secretary-General of the United Nations Mr. Ban Ki Moon in this matter. Therefore, it is a very important duty of this country. This country is always condemning violence, war and every such thing. This country is always supporting the Palestinian people. This country cannot just sleep over such an international issue. Therefore, I take this opportunity to say that the Government of India may take up this matter with the United Nations and do the needful, in accordance with what we have been following so far in this country. This is the country of Pandit Jawaharlal Nehru. This is the country of Mahatma Gandhi. This is the country of supporting all these things and this country is supporting the international matter of the Palestine people.

PROF. SAUGATA ROY (Dum Dum): Madam, I would like to thank you for allowing me to speak on the

great humanitarian tragedy that is unfolding in the Gaza Strip.

Madam, as you know, Israel was a creation of the imperialists after the Second World War and the Palestinian people were left without a homeland for a long time. After a long struggle led by Yasser Arafat and the PLO, ultimately it was decided that the Palestinian people would receive two slices of territory for their stay. One was the area north of Jerusalem which included Bethlehem, the birthplace of Christ and the other was the Gaza Strip close to the sea and inhabited by the Palestinian people.

Madam, now, it is an internal matter of the Palestinian people that the PLO was voted out and the Hamas came into power in the Palestine Liberation Authority. The Zionists in Israel have been trying to finish the Palestinian people. Without provocation, in the latest incident, the Israelis started raining missiles on Gaza Strip killing men, women and children. Then, the Israeli Army has entered the Gaza Strip. The death toll, as has been mentioned by Kumari Mehbooba Mufti earlier, has crossed 180 and hundreds of people including women and children are injured. As a country, India has always stood by the right of the Palestinian people. At the same time, we do not deny the right of Israel to exist but we feel the Palestinian people must be given justice. The Palestinians have a cause which was supported the most by Mahatma Gandhi and then by Pandit Jawaharlal Nehru.

So, I would urge, through you, Madam, upon the Government to bring a Resolution condemning the Israeli aggression and the genocide being carried out by the Israeli troops in Gaza; prevail on the United Nations to immediately intervene to have a permanent ceasefire and a commitment from Israel that such an aggression on the Palestinian people would not be done in future. This would be in keeping with the dignity of the country and our past views against imperialism, neo-colonialism and Zionism.

DR. M. THAMBIDURAI (Karur): Hon. Speaker, we also join the other hon. Members in what they have said. Madam, you know very well that our Party is against the human rights violation. Wherever ethnic violence is taking place, innocent people are killed. Killing of innocent

Palestinian people by Israeli Army is condemnable. Therefore, we request the Government to take up this matter seriously; bring forward a Resolution or whatever they want. The Government has to see what actually is happening there; why the innocent people are being killed. Therefore, it is a condemnable thing. Hence, I request the Government to take a serious view of this matter and consider what the other hon. Members have also said. We are also supporting this issue.

SHRI P. KARUNAKARAN (Kasargod): Madam, the Government of India have been keeping a very strong foreign policy. It is true that it is on the basis of that foreign policy that we can comment and also come to a conclusion.

It is true that the reports that we are getting are really alarming. There are about 200 people who lost their lives. It is also reported that one lakh people have been evacuated and hundreds of people are injured. It is not just a question of war between the two countries, but it is a question of human rights of the people over there. The Government of India has been keeping a good relation with Palestine for a long time. The Governments may change, but the foreign policy of the country cannot change with the wishes and desire of any Government or any party. I am not saying that this Government is going to change the foreign policy. But with regard to the Palestine issue, from the reports that we get from Gaza, without our request the Government has to come forward and condemn this. It is the responsibility of the Government. So, I request the Government to take serious note of this issue because we have to show our solidarity and, therefore, I fully support the motion moved by the PDP Leader.

HON. SPEAKER: There is no motion as such. She has not moved any motion.

*[Translation]*

\*SHRI ASADUDDIN OWAISI (Hyderabad): Madam Speaker, I am thankful to you for allowing all of us to speak for few minutes on this tremendous humanitarian tragedy. I am aware of the sentiments expressed here on the merciless killing of innocent Palestinian people and

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\* Translation of the Speech originally delivered in Urdu.

ethnic violence. Through you, I would like to convey to the Government that it is a matter on which India has always been supporting the innocent Palestinians and their right to freedom. Through you, I urge the Government that Indian Government should first end the diplomatic relations with Israel and secondly help the poor Palestinian people who are suffering there without food and medicines. The Government in power should immediately send a delegation to Palestine on humanitarian ground. I would also request the Government to raise this matter at international platform especially at UNO through this forum has lost its importance these days. Government should come out with a statement in the House and Resolution be moved to condemn the massacre taking place there. In the end, I would say that Hitler had killed 10 lakh Jews by putting them in gas chamber, we condemn that but today those people are killing the innocent children there. Therefore, I condemn it and once again, through you, demand from the Government that they should end the diplomatic relations with Israel and send a strong message to West Asia.

HON. SPEAKER: Mulayam Singh ji, would you like to speak.

SHRI MULAYAM SINGH YADAV (Azamgarh): Madam Speaker, it has been the policy of our country and once Pandit Jawaharlal Nehru had also mentioned that India would never remain silent if atrocities are committed against humanity anywhere in the world. It is the policy of our country. It is the responsibility of the Government as well as people of the country that we should not keep mum on this issue. It has been our policy since Independence that India would always react if atrocities are committed against humanity anywhere in the world. We should condemn this issue in this very House either by bringing a censure motion or any other motion. It is not the responsibility of the Government alone rather it is our collective responsibility. Together we should ponder over this issue and condemn the atrocities being committed against humanity.

*[English]*

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): Hon. Speaker, I

have noted the views expressed by the hon. Members from different political parties. The House is aware that it is a highly sensitive matter and also concerning the foreign policy. As rightly said by some of the hon. Members, we have a stated policy with regard to our approach towards Palestine and also towards Israel. So, any move by the Government of India at this stage will have implications on our foreign policy. ...*(Interruptions)*  
You have had your say.

**13.00 hrs**

...*(Interruptions)*

SHRI M. VENKAIAH NAIDU: You had your views. ...*(Interruptions)* As far as Government is concerned, we don't propose to move any Resolution. I do not want to add anything. ...*(Interruptions)* I would convey the views of the Members to the Minister of External Affairs. ...*(Interruptions)*

*[Translation]*

HON. SPEAKER: It is not right.

...*(Interruptions)*

*[English]*

SHRI M. VENKAIAH NAIDU: Domestic politics should not affect our international relations. Please understand that....*(Interruptions)*

*[Translation]*

HON. SPEAKER: You have placed your views. Now he will explain the policy. You cannot behave like this on every issue.

...*(Interruptions)*

HON. SPEAKER: This is not the way. Please try to understand.

...*(Interruptions)*

HON. SPEAKER: Saugata Roy Ji, this is not the way. Hon'ble Minister has stated that he has noted all the points. We may consider to move a resolution, but that cannot be made immediately.

...*(Interruptions)*

HON. SPEAKER: Shashi Tharoor ji, you know that it cannot be done immediately, not now.

...*(Interruptions)*

HON. SPEAKER: Dharmendra Ji, please sit down. Leader of your party has already spoken.

...(Interruptions)

**13.01 hrs**

RAILWAY BUDGET (2014-15) - GENERAL  
DISCUSSION. DEMANDS FOR EXCESS GRANTS  
(RAILWAYS) – 2011-12 ...Contd

[English]

HON. SPEAKER: Now, we take up Item Nos.10 and 11. we take up further discussion on the Railway Budget.

SHRI PRALHAD JOSHI (Dharwad): Madam, after a long gap, a visionary Budget is presented with specific agenda, keeping the national perspective in mind. ...(Interruptions) I am happy and also proud to state that after a long gap such a Budget has been presented by my senior colleague, who is also a Kannadiga. I compliment Shri D.V. Sadananda Gowda for presenting such a good Budget. In the last 10 years, the condition of Railways had gone from bad to worse. ...(Interruptions)

HON. SPEAKER: Except the speech of Shri Pralhad Joshi, nothing would go on record.

...(Interruptions)...\*

[Translation]

THE MINISTER OF URBAN DEVELOPMENT, MINISTER OF HOUSING AND URBAN POVERTY ALLEVIATION AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI M. VENKAIAH NAIDU): Madam, all of us had decided to go to another subject after raising this issue...(Interruptions)

SHRI MALLIKARJUN KHARGE (Gulbarga): Please make clear the policy and the stand...(Interruptions)

HON. SPEAKER: You all have mentioned your points, now please sit down.

...(Interruptions)

[English]

SHRI MALLIKARJUN KHARGE: Your answer is not satisfactory. ...(Interruptions) We have no option.

...(Interruptions) The Government is not ready to respond on this issue. We have no other option but to walk out.

**13.03 hrs**

*At this stage, Shri Mallikarjun Kharge. Shri Asaduddin Owaisi, Shri Jai Prakash Narayan Yadav, Kumari Mehbooba Mufti and some other hon. Members left the House.*

SHRI PRALHAD JOSHI: Madam, after a long gap, a visionary Budget and a growth oriented Budget has been presented. ...(Interruptions) Earlier, the Railways had been used mindlessly. Now, Shri Sadananda Gowda is trying to bring it on track. I compliment him. For being a Kannadiga also, once again, I am very proud of him.

[Translation]

SHRI MULAYAM SINGH YADAV (Azamgarh): Hon. Madam Speaker, we walk out in protest. ...(Interruptions)

**13.05 hrs**

*At this stage, Shri Mulayam Singh Yadav and some other hon. Members left the House.*

...(Interruptions)

[English]

SHRI PRALHAD JOSHI: Especially in the last 10 years, the Railways have gone from bad to worse. In the last 10 years, how has UPA handled the Railways which is the lifeline of the nation? It has been handled in a very casual manner. In the last 10 years, we have had 8 Railway Ministers. Railways saw 8 Ministers in 10 years. Madam, in 5 years, there were 7 Railway Ministers.

PROF. SAUGATA ROY (Dum Dum): We walk out in protest. ...(Interruptions)

**13.06 hrs**

*At this stage, Prof. Saugata Roy and some other hon. Members left the House.*

...(Interruptions)

SHRI PRALHAD JOSHI: In local bodies, there is one-year Mayorship period. There is a demand that – you were also a Mayor – one year is not sufficient. At least it should be extended to 24 months or 20 months. But, here, 7 Ministers in 5 years means their tenure is less than 8 months. How can they run the Railways? That is

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\* Not recorded.

why they used it to meet their political ends and personal ambitions. Out the last 30 years, 26 years was the rule of Congress Party. They went on announcing the projects without even bothering to start them. Out of 676 projects, 359 projects have not been even half completed for which nearly Rs. 2 lakh crore is needed. If it goes in the same manner – I am quite sure now it will not go in the same manner under the leadership of Shri Narendra Modi and Shri Sadananda Gowda – it will take 30 years. This is how they have handled it. In this backdrop, I would say that the Budget presented by Shri Sadananda Gowda signals good economics over bad politics.

**13.08 hrs**

(DR. M. THAMBIDURAI *in the Chair*)

Now let me come to the price rise. When there was a discussion on price rise, at that time also Kharge ji said that he had withheld the prices which was proposed in February, 2014 and which the Prime Minister had declared. But he said that he withheld it. Kharge ji is not here. He was the Minister of Labour when Shri Dinesh Trivedi was the Minister of Railways. At that time, in 2012, Dinesh Trivedi ji hiked the passenger tariff while presenting the Railway Budget in this august House. After that, that minister was removed. He was removed. Very unceremoniously he was sacked.

SHRI SUDIP BANDYOPADHYAY (Kolkata Uttar):  
BJP had opposed the price rise at that time.  
...(Interruptions)

SHRI PRALHAD JOSHI: Sudip ji, I am bringing the facts before the House. You cannot disturb me like that. The Minister was sacked unceremoniously. One Minister presented the Budget; another Minister replied to that Budget discussion. This is how they handled it.

Also, I would like to ask especially Kharge ji and Sonia ji, without the permission of the Prime Minister, without the permission of Sonia Gandhi, they did not take even a small decision. But, the price hike was mentioned in the Railway Budget Speech; then it was subsequently withdrawn. The poor fellow lost the job. This is how they handled the Railways....(Interruptions)

SHRI BHARTRUHARI MAHTAB (Cuttack): Mr. Dinesh Trivedi became rich by resigning from Railways  
...(Interruptions) Your addressing him in the sense of poor fellow is unfair....(Interruptions)

SHRI PRALHAD JOSHI: Ok. I withdraw my words. The Minister had lost his job. Under the UPA Government, the Railway had become a mess. We all know what quality of food is supplied in the Railways. That is why, the hon. Railway Minister has stressed on hygienic food and cleanliness. He has also allocated 40 per cent of the money for that. I know, being in the Chair, the constraint of time. I have many points to make. But I am leaving out some of them.

Now, I come to my constituency problems. I would like to draw the attention of Shri Sadananda Gowdaji to the fact that we are consistently demanding a Hubli-Mumbai train that is 17317 and 17318, for the last 10 years. I urge you to run this train on daily basis with a convenient time for Hubli and Belgaum people. Sir, Hubli is also called chota Mumbai. [Translation] our constituency is not connected to Mumbai, so, I request Sadanand Gowda Ji to make it regular.

[English]

The second issue is this. You have announced about the train for Gadag- Pandarpur to promote rail tourism. I request you to extend it further upto Hubli because Hubli is just 50 kilometres away from Gadag. The South-Western Headquarters of Railways is also in Hubli. Hubli is very famous for a famous temple of sant Shri Siddharoodha. There are lakhs of devotees who visit Hubli and Dharwad. That is why, I request you to extend this tourist train Gadag- Pandarpur upto Hubli.

You have taken up only the on-going projects. You have not sanctioned any new project. I appreciate that. The work of doubling on Tumkur-Hubli route, which goes to Bengaluru, is pending. I request you to allocate more money for that work. At least, in another two to three years doubling work should be completed on this route.

Sadananda Gowdaji, whenever you take up new line projects, please include Dharwad-Belgaum line. I think, Shri Suresh Angadi is also sitting here. From Dharwad to Belgaum, it is 50 kilometres but because of the route problem, it goes *via* Londa and that is why it takes three hours. I would like to suggest to you that whenever you take up new line projects, kindly take up Dharwad-Belgaum line *via* Kittur.

In your Railway Budget, you have announced that unmanned level crossing will be manned and new RUBs will be constructed. Sadanand Gowda Ji, listen to me. The current length and width of the RUBs is very less. Farmers are not able to go through these RUBs carry sugarcane and other items. That is why, I request you to kindly extend the length and breadth of these RUBs.

Lastly, whenever you plan to sanction new zones, I urge you to kindly take care of the interests of Gulbarga and make it a new division of Railways. Along with this, your old constituency Mangalore should also be made a Divisional Headquarters.

With these demands, I thank you very much.

*[Translation]*

\*SHRI SUDHIR GUPTA (Mandsaur): The Budget presented before the House and the country by Hon'ble Railway Minister of India on 8th July 2014 is definitely a glorious moment for India in changing global scenario. This Budget is reflecting the spirit of material, social and economic progress of India through its broad outlook in comparison to previous Budgets which had limited funds, limited resources and which was short sighted.

The reason why the broad outlook of this budget satisfies the people of the country is because this budget is all inclusive. This budget is beneficial for common man as well as the rich. This budget caters to the interest of farmers and the students. From women to senior citizens, all are happy with this budget. This budget is capable of accelerating the pace of development as well as giving an impetus to the railways.

Strong reforms are surely needed in India. Under the leadership of Hon. Atal Bihari Vajpayee Ji, we witnessed concrete steps of economic prosperity of India and increasing opportunities of employment also. We witnessed improvement in agriculture sector as well as phased development and progress of industries. But the biggest revolution was Golden Quadrilateral scheme through which lakhs of villages of India were linked through Pradhan Mantri Gram Sadak Yojna. It is the result of this innovative experiment that today India is able to say proudly that 125 crore Indians are together,

we are close to each other and connected with each other. Such type of corrective and revolutionary efforts are being witnessed by the country in the Railway Budget under the leadership of Hon. Narendra Modi Ji.

The railway was shown its resolute commitment regarding its finances, leading to increase in revenues and investment. We are glad that the corrective measures mentioned in the budget for public enterprises, domestic and foreign direct investment, public-private partnership and fare revision will speed up the development of Railways.

About 33 per cent goods trains remain empty at the time of return journey. This budget is alive to this issue. Through suitable pricing mechanism number of empty wagons would come down, resulting in profitability. There will also be savings in the fuel in other modes of transportation. The effort for energy saving is appreciable. Target is to deliver coal rapidly to the power houses along with generating 500 megawatt solar energy. This is also encouraging that in diesel engines, 5% of bio diesel will be used. The saving of diesel through use of bio-diesel and filling of empty wagons will definitely be in national interest and will also save foreign exchange.

India is an agriculture based country. I have been elected from Madhya Pradesh and Madhya Pradesh has continuously received the Krishi Karman Award. We are happy that the Railway has taken a decision in farmers' interest. We can move forward towards expected outcome regarding production of fruits and vegetables due to arrangement of cold storages. Farmers and milk producers are happy because special milk tankers are being provided to them in collaboration with National Dairy Development Board. Mandsuar Lok Sabha Constituency alone supplies about one lakh litres of milk daily to Mother Dairy and other dairies of Delhi. This budget is also pro-environment. It is promoting eco-tourism in Purvanchal and also introducing bio-toilets. Battery operated carts are running which is a cause of happiness for senior citizens and these are eco-friendly also.

Our society works with a passion to serve others and remove problems and sorrows of others. The Railway has expanded social outreach by giving

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\* Speech was laid on the Table

opportunities to provide travelling facilities to charitable institutes, trusts, Non-Government Organisation, corporates etc.

The Railway has provided a good opportunity through time management to the people and groups who are hard pressed for time. Extension of online booking, arrangement of escalators and lifts, online booking of retiring rooms, meal through SMS, arrangement of providing 7200 tickets per minute, platform ticket through internet, parking cum platform combo ticket, all these are saving time. But it is a matter of happiness for those hardworking Indians who want to make full use of their time for welfare of the nation and the society or for industry and vocational education. Wonderful concept of office on wheels is additional gift.

India is famous in the whole world for its spiritual knowledge, The Railways has recognized our 'dharma' or duty and respect towards not only other human beings, our parents, our gurus, universal brotherhood, but also towards each creature- from trees to rivers, sun-moon, mother cow. Identification of special pilgrimage circuits, temple circuit, Buddhist circuit, Jain circuit will provide us with new energy. It seems that self pride, consciousness, sense of loyalty and devotion has come in our railway system. Today, the Indian railway system is also helping India to once again become one of the leading nations in the world.

I was mesmerized by the system of identification of special pilgrim circuit in the railways. I was confident that this train will boost education and environment in north-eastern states through eco-tourism and educational tourism. This train will connect Rameshwaram, Pandharpur, Jammu and Ghats of Varanasi and Haridwar. Apart from spreading education, uplifting farmers and developing industries, this train will help in transporting potable water, securing our borders. It will ensure safety and respect to our women and elderly people. It is being developed as a next generation train which will ensure a transparent and accountable system in railways. This train has identified the vital points but these are not worth without moral values. Therefore, this train will become a special messenger to spread the message of Swami Vivekanand, who is universally acclaimed and made India spiritually strong.

I have been elected from Mandsaur Parliamentary Constituency. Therefore, it is my duty to draw the attention of the Hon'ble Minister of Railways to the development of the area. Mandsaur has ample potential from tourism point of view. The world's largest temple of Ashatmukhi Shiv Bhagwan Pashupatinath who was worshiped by great poet Kalidas is situated here on the banks of river Shivna. Lakhs of pilgrims visit here every year. Mandsaur is the land of emperor Yashodharman who defeated cruel Huns whose fear compelled China to construct the Great Wall of China. Archaeological Department has preserved the victory towers of Yashodharman which is regularly visited by a large number of tourists from the country and abroad. From geographical point of view, Udaipur is a single tourist spot connecting Chittorgarh to Ujjain, the city of Mahakal and business centre, Indore. Through this route, lakhs of pilgrims will reach comfortably to Ujjain where Simhasth is to be organized in 2016. As many as Five Cement factories are situated between Chittorgarh to Mandsaur Paliamentary constituency due to which this track is profitable from revenue point of view. Earlier it was a meter gauge line. However, after converting it into broad gauge, the number of passenger trains have not been increased and this track has remained as a freight carrier line. The people of this area are waiting for doubling of tracks and improvement in passenger trains facilities as well as increase in their number, which is as follows:

1. Kota-Neemuch passenger train no. 59833 and Udaipur-Neemuch passenger train no. 59836 should be extended upto Mandsaur and it would be better from the view point of passenger facilities to start Neemuch-Udaipur passenger train no. 59835 and Neemuch-Kota passenger train no. 59834 from Mandsaur instead of Neemuch.
2. Jaipur-Yashvantpur special train should be regularized. A halt should be provided to it at Mandsaur and it should be renamed as Pashupatinath Express.
3. A direct DEMU train from Chittautgarh to Indore *via* Ujjain should be introduced immediately to connect Neemuch and Mandsaur with Ujjain, the nagri of Mahakal and with Indore, the trade capital of Madhya Pradesh.



4. The construction of railway over bridge at N.C. Number 141, 150-X, 151, 152 (Jawara, Sitamau Phatak, Sanjit Marg, Pipla Mandi) situated at Chandaria-Ratlam Section should be completed as early as possible.
5. Ratlam-Udaipur Express (19327) should start half an hour early to ensure its connectivity with Mewar Express to facilitate Delhi bound passengers.
6. The flyover under construction at Ratlam station which is an important station for running of a direct train from Nemuch to Mandsaur *via* Ratlam-Fatehabad-Indore should be completed alongwith gauge conversion of Fatehabad-Indore line.
7. Adequate budget should be allocated for doubling and electrification of Ratlam-Neem-Chitaurgarh-Ajmer section.

The futuristic budget presented by Hon'ble Minister of Railways Shri Sadanand Gauda and Hon'ble State Minister of Railways Shri Manoj Sinha is commendable as it is giving a message to the nation and the world that it would promote industry, agriculture, trade, environment along with cultural and spiritual ideology of our nation.

\*SHRI HARIBHAI CHAUDHARY (Banaskantha): The Railway Minister has presented the Railway Budget under the leadership of Hon. Shri Narendrabhai Modi ji. It is an all encompassing and total development- oriented budget in every aspect which will strengthen the Railways. Indian Railways is the fourth biggest rail service of the world, which is serving 125 crore people. Second point is that it enjoys 100 per cent advance booking. This Budget has proved that there are immense potentials for the development of Railways in the country and this Government has presented the real picture of the Railways and decided to use alternative means for the development of the Railways. Many countries of the world have appreciated the decision of starting bullet train service from Ahmedabad to Mumbai in India.

359 schemes are pending in the country and many of them are running for many decades, but this

Government has taken several steps to invite foreign and private investment to invest in the Railways to complete these schemes. The Government has made many provisions in this Budget for people's happiness, for enhancing facilities for them and for saving their travelling time. Due to these reasons, this Railway Budget is a boon for the people. This is a Budget which will develop and speed up the Railways.

Along with completing the earlier schemes, this Budget has a proposal to expand 5 Jansadharan rail services, 5 premium rail services, 6 A.C. rail services, 27 new express rail services, 8 passenger rail services and 14 rail services and conduct survey work of 18 lines. Completion of old projects and launching of the said rail services prove that it is for the first time when the Prime Minister and the Railway Minister have recognized the importance of railways in the country and the efforts they made for arranging resources is appreciable.

I represent Banaskantha Parliamentary constituency of Gujarat and its my duty to draw the attention of the House towards the railway related problems of my parliamentary constituency. I urge to consider it seriously and hope that action would be taken in this regard and basic facilities would be expanded and made available in my parliamentary constituency.

Most of the rail lines of Western Railway lie in Gujarat, but the headquarter of Western Railway is in Mumbai. The headquarter of Western Railway should be set up in Ahmedabad for the development of Gujarat, so that there is no need to go to Mumbai again and again for the development of Railways in Gujarat.

Gandhinagar is the capital of Gujarat and broad gauge railway line has been constructed here, but it does not have railway facilities as per demand and the work of connecting Gandhinagar with other cities has also not been done. Being the capital of Gujarat, Gandhinagar should be connected with other cities. Along with it, new rail service from Gandhidham to Mumbai *via* Radhanpur. Deesa and Ahmedabad should be launched. It is necessary to construct an over bridge on L.C. 166B of Mansarovar of my parliamentary constituency Palanpur because due to lack of over bridge, this area always suffers from traffic.

Bhabhor is a big city under my parliamentary constituency. Dadar-Bhuj express, Bareilly-Bhuj express

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\* Speech was laid on the Table

and Jodhpur should be provided halt as this railway station in public interest. On one hand, railway will get revenue from this and on the other hand, it will be very easy for the people to travel from this city.

Deesa is a main city under my parliamentary constituency, Banaskantha having a population of around one and a half lakh. This city is very important industrial hub between Gandhidham and Palanpur. The train is running from Dadar to Bhuj *via* Deesa two times a week. People are demanding to run it daily. The trains running between Jodhpur and Bhildi should be extended to Palanpur. The Ajmer-Jammu Tawi train should be extended to Gandhidham so that the rail passengers of North Gujarat can go to Jammu and other northern regions. Likewise, the trains running between Howrah and Jodhpur should be extended to Gandhidham so that people of this area going to Howrah can get direct rail service. I would also like to request that a new train should be started from Gandhidham to Dehradun so that the people of North Gujarat can get rail service for Haridwar, Kedarnath and Dehradun. Gandhidham-Jodhpur train should be extended upto Bikaner. Bhuj-Bareilly train should be run daily because there is a lot of crowd in this train. Bhuj-Palanpur local passenger and Gandhidham-Palanpur train both go towards Kachchh in the morning. One of these trains should be run from Gandhidham to Palanpur. At Deesa railway station, general tickets and reservation tickets are sold at one counter. I request the Government to maintain separate general ticket counter and railway reservation ticket counter. Barmer-Yashwantpur is a bi-weekly train. A general coach should be added to it so that the locals can be benefitted.

Lakhs of people of my Parliamentary constituency Banaskantha district are working in Mumbai, Valsad, Navsari and diamond industry in Surat. These people face a lot of problem in travelling from Mumbai to Banaskantha. I would like to request the Minister of Railways to introduce a direct train from Palanpur, the headquarter of my Parliamentary constituency Banaskantha, to Mumbai. The trains namely Gujarat Queen Express, Gujarat Mail, Lok Shakti Express and Gujarat Express running between Valsad and Ahmedabad halt in Ahmedabad for ten hours. These trains should be extended to Palanpur as a result of

which the railways would collect additional revenue and the people would travel conveniently to north Gujarat. Stoppage of Jodhpur-Yashvantpur Express, Ahmedabad-Udhampur Express, Jaipur-Mumbai Premium Express and Bandra-Jodhpur Express trains should be provided at Palanpur station. There is only one train between Palanpur and Ahmedabad which starts at 6 AM and there is no other train throughout the day. I would like to request the government to introduce a DEMU train between Palanpur and Ahmedabad in the day. It has been ten years since the broad gauge rail track was laid in Palanpur but there is no shade at Palanpur railway station and the people face great inconvenience during the summer. BSF and SRP battalions are stationed in Palanpur but there is only one rail reservation counter at Palanpur railway station. I would like to request the government to provide at least three rail reservation counters at Palanpur railway station, There has been a demand for introduction of a new train from Ahmedabad to Ramdeora Mandir for several years and this demand should be fulfilled. The rail track between Ahmedabad and Abu Road should be electrified so as to avoid diesel engines. I would like to request to open the level crossing gate L.C. 126 which is situated between Jaadi and Bhati villages in Dhanera taluka of my Parliamentary constituency. The residents of both the villages have been facing a lot of problems in crossing the rail line. There is need for widening of over bridge at Dhanera on Samdadi and Bhildi rail line in my Parliamentary constituency. The Gujarat government has already paid its share for this purpose and the work has already been sanctioned. So this work should be started at the earliest. The diesel engines of the railways coming for refilling diesel remain stationed for hours on Bhildi Soyala railway line due to which the level crossing on this line at Soyala is often closed. For convenience of the people, I would like to request the government to make such arrangement that the said level crossing is not closed for long period of time.

Hundreds of people of my Parliamentary constituency, Banaskantha visit Amba pilgrim place but for that they have to change several trains. In this regard, I would like to request the Railway Minister to provide for a new rail line from Palanpur, the headquarter of my Parliamentary constituency Banaskantha, to Amba and

laying a new rail line from Palanpur to Jodhpur *via* Raghanpur Dharad, Sanchaur is also required because this area is much backward and the Indian soldiers would easily reach Indo-Pak border through this rail line at the time of war.

I support this proposed Rail Budget.

[English]

\*SHRI G. HARI (Arakkonam): My parliamentary constituency Arakkonam is ancient and industrial based city. It has central Government owned Navy Centre, Railway based industries, lots of Private and Govt. colleges. Arakkonam have adjacent pilgrims centre like Tiruthani Murugan Temple and also world famous Kanchipuram Temple.

Hence lakhs of people particularly Govt. & private employees, school & college students and business people travel Arakkonam to Chennai and their main mode of transport is train. Important deficiency is that despite more trains crossing through Arakkonam junction, important trains are not stopped at Arakkonam junction.

I request Hon'ble Railway Minister to fulfill the below mentioned demands for my Arakkonam constituency.

1. I request to speed up the Tindivanam to Nagari track work which has already commenced and not yet completed because of insufficient fund.
2. The Railways must reopen Ittchiputhur railway station which is located in between Arakkonam and Tiruthani and setup a ticket booking counter also.
3. For the convenience of the Sabarimala devotees, the train 12623 Chennai – Thiruvananthapuram Express and also train 12624 Chennai Mail must be stopped in Arakkonam.
4. Chennai – Tirupati train service was stopped last year, but it should be continued.
5. Both morning and evening electric trains must be operated from Chennai Beach station to Arakkonam *via* Kanchipuram Tirumalpur.
6. Railways must arrange stoppage to all express and super fast express trains in the stations like

Arakkonam, Solingar, Panavaram, Anvarthikhanpet, Walaja and Muguntharaipuram.

7. There are no train services between 7 AM to 9.40 AM from Thiruthani. Railway Department announced that a train will be operated at 8 AM, but it has not yet operated. This Govt. must take necessary steps on this demand.
8. In the morning time new express train must be operated from Tiruthani to Chennai, and it should be named Thirutani Super Fast Express.
9. A new express train must be operated in the name of Thiruthani Murugan Express from Thiruthani to Kanyakumari *via* Madurai, Tuticorin and Tirunelveli.
10. Myore to Cheanni (train no.16203) Garudadri Express stopping time in Thiruthani is 9.25 AM. Earlier it was 8 AM. I request to change the time again as 8 AM for the public's convenience.

\*SHRI C. MAHENDRAN (Pollachi): I humbly submit my profound thanks to the TAMIL NADU CHIEF MINISTER Hon'ble PURATCHI THALAIVI AMMA for being given me an opportunity to be a Parliamentarian in this Hon'ble House.

Amma has commended the populist Railway Budget of 2014-15 presented by the Railway Minister, Shri D.V. Sadananda Gowda under the guidance of the Prime Minister, Shri Narendra Modi for the benefit to common commuters to a great extent.

The Government has taken strenuous exercise to provide multifarious benefits to the passengers by introducing new trains to Tamil Nadu.

Here are the highlights of this Budget which is very much appreciated by all sectors of society.

- \* No new increase in passenger fares and freight charges
- \* Diamond quadrilateral for high speed trains
- \* Plan to hike speed of trains to 160-200km/hr in 9 sectors

- \* Online booking to support 7,200 tickets per minute; to allow 1.2 lakh users log in simultaneously
- \* Reservation system to be revamped , ticket-booking through mobile Phones, post offices to be popularized
- \* Online platform for unreserved tickets
- \* Combo parking-platform tickets at stations
- \* Women RPF Constables to escort ladies coaches; 4,000 women constables to be inducted
- \* Retiring room facility to be extended to all stations
- \* Battery operated cars for differently-abled and senior citizens at major stations
- \* Feedback services through IVRS on quality of food
- \* Food can be ordered through SMS, phone; Food Courts at major stations
- \* Cleanliness budget up by 40 per cent over last year
- \* CCTVs to be used at stations for monitoring cleanliness
- \* Setting up of corpus fund for stations' upkeep; RO drinking water in some stations and trains
- \* Automatic door closing in mainline and sub-urban coaches
- \* FDI in railway projects, except in operations
- \* FDI, domestic investments in rail infrastructure
- \* Office-on-Wheels: internet & workstation facilities on select trains
- \* Wi-Fi in A1, A category stations and in select trains
- \* Railways university for technical and non-technical subjects
- \* Some stations to be developed to international standards through PPP model
- \* Parcel traffic to be segregated to separate terminals to make passenger traffic unhindered

- \* Solar energy to be tapped at major stations
- \* Highest ever plan outlay of Rs. 65,455 crore for 2014-15

New Trains like Jansadharan Trains, Premium Trains and AC express trains, Express Trains and PassengerTrains services have been proposed which is a welcoming note on this budget.

The following impetus given specially for the trains which runs in the Tamil Nadu regions are:

- (a) Shalimar-Chennai Premium Express
- (b) Jaipur-Madurai Premium Express
- (c) Ahmedabad Chennai Express (Biweekly) *via* Vasai Road
- (d) Visakhapatnam-Chennai Express (Weekly)
- (e) Yeshvantpur –Hosur (6 days a week)

I shall be happy if the Hon'ble Railway Minister allocate sufficient fund in this Budget for the speedy implementation of Broad Gauge line between Coimbatore to Palani sector in the Pollachi Parliamentary constituency covering Kinathukadavu, Pollachi, Udumalpet, and Madathukulam Assembly constituencies.

Due to the poor funds allocation in the previous regime it has led delay in implementing the broad-gauge conversion work which caused inordinate delay and dragged the project for more than 5 years and not yet completed.

Still certain land acquiring process has not been completed in the Coimbatore to Pollachi area which also causes delay in speedy implementing the gauge conversion work. Due to the non-stoppage of train service for more than 5 years, people of my constituency mainly to depend on Road transport and which leads to more congestion on road traffic and causes more road accidents in the peak hours.

And also the work in the Pollachi to Palghat sector and Pollachi to Coimbatore sector work going in snail speed causing hardship to the general public. Hence I request the Hon'ble Railway Minister to look into this sector war footage and clear the funds immediately and ensure speedy restoration of train service in my constituency without further delay.

I shall be thankful if you could run the train currently plying between Palani to Chennai *i.e.* Palanimurugan Express by extending it from Pollachi instead of from Palani to Chennai and arrange to start it from Pollachi at 7.00 PM. So that, Pollachi, Udumalpet, Madathukulam Taluk peoples of my constituency will be very much benefitted as there is high cost in the bus transports and private operators fleecing the commuters heavily at high cost.

Also if a new train operated between Pollachi to Bangalore (via Udumalpet, Palani, Dindigul, Karur, Namakkal, Salem, Krishnagiri, Hosur) for the commuters of these areas I will be very much thankful as they depends upon only Omni bus which is being charged very high compare with Railway fare. Hence it is the very much necessity to provide the facility in this sector.

I request to introduce 4 new passenger trains between Palani to Combatore *via* Udumalpet, Pollachi, Kinathukadavu for the benefit of season-ticket holders as well as general public to avoid rush on peak hours in buses at present in this area. If the above routes are in operation, the Coconut Growers, Pilgrimage Tourists and Passengers will be benefitted immensely.

Hence please let me know when the Railway Ministry will take immediate action in this regard at the earliest.

*[Translation]*

\*SHRI CHAND NATH (Alwar): Rail Budget 2014-15 has been presented for the all-round development of the country. It is commendable for the development of the country in all respects.

Indian Railways transports the number of people equal to the population of Australia everyday. Special attention has been paid to high speed trains keeping in view the importance of time. For this, it has been announced to run bullet trains, semi bullet trains and high speed trains. As a result, the country will move towards 21st century at a high speed. It has been announced to set up stimulation centres to study the causes of accidents. It is quite praiseworthy. Lakhs of pilgrims will get relief as a result of connecting all the four 'Dhams' with railway network.

It has also been announced to run a special train to propagate moral values and teachings of Swami Vivekananda and spread the life story and works of Swami Vikananda. For this, hon'ble Prime Minister Narendrabhai Modiji and hon'ble Minister of Railways Shri D.V. Sadananda Gawdaji deserve praise.

The announcement to run battery operated cart through private organizations to facilitate easy access of senior citizens up to railway stations is a very commendable step.

To ensure the security of women passenger's recruitment of 4000 women security personnel has been announced. It will ensure security of women passengers and check crime during journey.

Attention has been paid to ensure better catering (ready to eat) facilities and better sanitation. Several facilities have been announced for stations. It is a highly commendable step from health's point of view.

Passenger retiring rooms and platform tickets would be booked only. It is a highly commendable step to facilitate the passengers and save their time.

I have been demanding rail facilities for the benefit of the people of my Parliamentary Constituency, Alwar from Hon'ble Minister of Railways for a long time, but it has not been fulfilled even after such a long interval.

I demand from Hon'ble Minister of Railways to include the following demands in the Railway Budget of 2014-15 for my Parliamentary Constituency, Alwar.

Train No. 140141/140142 Delhi-Dehradun Delhi Mussorie Express arrives Delhi at 8 a.m. and leaves for Dehradun at 10.30 p.m., thus this train remains parked in Delhi for 14 hours. Hence, it should be extended from Delhi to Jaipur and its stoppage be provided at Khairthal and Rajgarh railway stations of the district apart from other stations.

Two meter gauge trains used to run between Delhi-Jaipur prior to the year 1994. After gauge conversion 20 years have passed, but there is no direct train between Delhi-Udaipur *via* Alwar-Dausa-Jaipur. Therefore, a train should be started on this route or train No. 12991/12992 running to Udaipur should be extended upto Delhi.

When meter gauge line was operational, 13 up/14 down passenger train used to run from Delhi to Ajmer.

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\* Speech was laid on the Table

But, after gauge conversion in 1994, this train was discontinued. As many as twenty years have passed after laying down of broad gauge, but no direct passenger train has been started between Delhi and Ajmer so far. Therefore, I request to run a direct passenger train between Delhi-Ajmer in the next rail Budget of 2014-15. It will facilitate the pilgrims visiting Pushkar Raj Temple and Dargah Sharif located at Ajmer.

Passenger train number 54011/54012 running between Delhi-Rewari arrives Rewari at 20.45 and returns for Delhi at 6 in the morning. Thus, the train remains parked at Rewari for 9 hours and 25 minutes. Therefore, it should be extended up to Bandikio so that people belonging to poor section may be benefitted.

The demand for the stoppage of train No. 15715/15716 Kishanganj-Ajmer-Kishanganj (tri-weekly) and train no. 19269/19270 Porbandar-Muzaffarpur-Porbandar (bi-weekly) at Khairthal is being made for the last 6-7 years as these trains have the same time-table but it has not been allowed so far. Please allow stoppage of the said trains at Khairthal.

The stoppage of train number 15013/15014 from Bhagat ki Kothi to Kathgodam-Ranikhet Exoress, train number 19609/19610 running between Ajmer to Haridwar be allowed at Rajgarh railway station.

Stoppage of train No. 12403/12404 from Jaipur to Allahabad via Alwar-Mathura be allowed at Rajgarh railway station.

The sanctioned doubling of rail line from Bandikui to Alwar be implemented.

Train No. 51974 from Jaipur to Mathura scheduled at 13.50 pm be started soon.

Work related to the sanctioning of a overbridge for reaching platform No. 2 from platform no. 1 and sanctioning high level for platform No. 2 be started soon.

Khairthal has been declared as the sub centre of National Capital Project by the government. It is a major railway station located along Mundawar, Bansur, Kishanganj Bans, Kotkasim and Tijara Tehsils, The people of about 300 villages of these tehsils get benefitted by travelling through rail. The income of railway station, Khairthal is about Rs. 42 lakh per month and about 1 lakh 12 thousand passengers but tickets at

Khairthal for outbound journey. The income and the number of passenger coming Khairthal are almost same. From the demand of the said extension/stoppage, the Railways is likely to earn Rs. 15 lakh revenue and get 40 thousand more passengers per month. Khairthal is a main Railway station of North-Western Railway where there is stoppage of almost all superfast/mail/express trains.

[English]

\*SHRI MULLAPPALLY RAMACHANDRAN (Vadakara): Indian Railways is the single largest public utility service which has contributed immensely to the overall development of our country through the years. It has been acting as a powerful agent of the unity and integrity of our country. Every Railway Budget therefore assumes greater importance as the growth of the nation depends mainly on Railways.

The budget speech made by the Minister is full of pious hopes and expectations and he wanted to build a vibrant India with Railways as its vehicle of change. We all know that Indian Railway is a symbol of the unity and integrity of this country. But my prime opposition to this budget is that it militates against the very spirit of unity in diversity espoused by this great nation *i.e.* Bharath.

At the outset, let me place it on record that this budget lacks national perception and clear vision. It is against the spirit of federalism. It appears to contain statements of intents which are not backed by road map for development.

While finalizing the projects and new lines the Hon'ble Minister has not taken a judicious and balanced approach. He has sought to give preferential treatment to the states on partisan lines. I do not think this unilateral stand being taken by the Minister will auger well for the unity and integrity of India, for which the Railways have been playing a critical role ever since its inception.

I should have delved deep into the important features of the Budget to emphasize my view points. It is apparent that this budget is taking the Railways to the path of privatization at a great speed. The rapid speed at which the Govt. resort to take the route of PPP and FDI

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\* Speech was laid on the Table

is rather frightening. I would never say that we should not invite FDI into our country. While doing so ample care and caution is to be exercised.

Let me now confine to the main issues relating to my state *i.e.* Kerala. If you look at the budget, Kerala is the only state in the whole of the country which has been given a raw deal or step motherly treatment by the Govt.

Immediately after the presentation of the budget we, MPs from Kerala, cutting across political affiliations had a meeting with the Railway Minister in the Rail Bhawan. I hope that he is fully convinced of our grievances and contentions.

The Chief Minister of Kerala had written letter to the Hon'ble Prime Minister as also to the Minister of Railways on the important issues relating to the development needs of the state much before the Budget was finalized.

I understand the Palghat and Trivandrum Railway Divisions also have submitted proposals before the Ministry. MPs from Kerala also had individually represented the matter before the Minister.

It is deeply disappointing to note that not a single demand made by the state was favourably considered by the Ministry. I request the Minister to please enlighten us the reason for this vindictive attitude towards Kerala.

For the overall development of Railways in the state there has been a demand for setting up of a new zone for the benefit of Kerala and the regions of Konkan. The demand for a Peninsular Railway Zone comprising of Palghat, Trivandrum and Konkan Divisions has been hanging fire for long time. The successive Railway Ministers have assured Kerala that such a zone will be set up without further loss of time. But no tangible result has been achieved yet. The main demand of the state of Kerala is also for setting up of a Peninsular Railway Zone. I earnestly urge upon the Minister to consider this genuine need of the state.

It has been widely reported that a new railway division is proposed to be set up with Head Quarters at Mangalore by bifurcating the Palghat Railway Division which has been truncated after the formation of the Salem Division. Therefore it is my request that the existing Palghat Division should not be further pruned while setting up a new division at Mangalore.

Coming to the question of laying new lines in the State of Kerala, I would emphasize the paramount need of introducing a Railway Line from Tellicherry to Mysore.

As per the records available with the Railways even the British were convinced of the strategic importance and socio-economic significance of such a line. This was one of the important proposals by the British to connect Kerala to Karnataka. From the British records, it was found that many a survey was conducted by the British for this line.

Hon'ble Railway Minister is aware of the importance of this line as he was signatory to a memorandum for such a line, submitted to the then Railway Minister when he was an MP.

The distance from Kerala to Delhi and other North Indian cities could be reduced by hundreds of kilometers if such a line is laid.

The former Railway Minister late Lal Bahadur Shastri had taken the trouble of travelling from Coorg to Tellicherry by road and he was fully seized of the matter. While addressing a rally at Tellicherry, he underlined the need for such a strategically important Railway Line. Time has come for us to initiate preliminary work on the line as Hon'ble Minister is aware of the potential of this line.

A Greenfield international airport is going to be commissioned by 2015 at Mattannur in Kannur and a 20 km line connecting Kannur to Mattannur has been envisaged in the last two budgets. Kindly expedite the matter.

Electrification of Railway line from Shornur to Mangalore must be taken on fast track. The Railway stations between Mangalore and Palghat were built by the British and many of these big and small stations are in extremely bad conditions. Urgent steps may be taken to improve their condition.

The Railway stations at Tellicherry and Badagara are both 'A' grade Adarsh Stations that fetch very high revenue for Railways. Modernization of these stations need to be taken up early. Quilandy and Mahe Railway Stations were declared as Adarsh Railway Stations long back, but no improvement or development has been brought about at these stations.

Steps to rebuild the already dilapidated Quilandy Railway Station is to be taken on war footing. I have allocated considerable amounts from MPLADS fund for raising/extension of platforms at stations like Mukkali, Nadapuram Road and Iringal under Palghat Division. It is distressing to note that there is inordinate delay in completing the work. Small stations like Jagnath Temple Gate, Payyoli, Thikkodi and Chemancheri also need fast improvement as hundreds of passengers board local trains from these stations.

I have been requesting the Railway authorities to put to good use the land available around Badagara Railway station. I am happy that the Government has responded positively and one of the ten temperature controlled storages for fruits and vegetables is proposed to be set up at Badagara.

A new local train from Byndoor in Karnataka is proposed to be introduced to Mangalore and the same is extended up to Kasargod-touching a few kilometers in the northernmost tip of Kerala. If the benefit of the train is to reach Kerala it must be extended to Guruvayoor so that hundreds of pilgrims can visit both Mookambika Temple, Kollur and Shree Krishna Temple, Guruvayoor.

A survey has been announced by the Minister for a new line from Kanhangad to Panathur. The very same announcement was made by the previous Government in the 2013 budget. Therefore there is nothing new about that, considering the heavy rush of students, IT professionals, traders and ordinary passengers on this route.

People from Kerala travel long distances to reach cities like Delhi in Northern India. This involves minimum two and half days journey. It is an ordeal for the long distance passengers bound for Kerala.

To make matters worse, unhygienic and poor quality food is being served on all the trains bound for Kerala. Theft has become order of the day and every day passengers keep coming to complain about theft on the trains. Proper security and safety of the passengers, especially females, must necessarily be ensured.

You will be surprised to know that many of the Kerala bound trains are infested with bugs, cockroaches and rodents. It is virtually impossible for passengers to

have a comfortably journey. As you have assured in the Budget, urgent steps must be taken to maintain cleanliness in the trains. As the Hon'ble Chief Minister of Kerala and we MPs have already submitted an exhaustive memorandum, in this connection, I do not want to touch upon each and every point. I hope the Hon'ble Minister will consider the proposals and will respond positively in his reply to the debate.

*[Translation]*

\*SHRI RAJENDRA AGARWAL (Meerut): This is the first railway budget of the Government led by Shri Narendra Modi. The major feature of the budget presented by the Minister of Railways, Shri Sadanand Gowda is that it is the budget of 125 crore people of the country as per the ideology and commitment of Shri Narendra Bhai wherein special emphasis has been given to meet the need of entire country despite limited availability of resources. Vote bank politics has ruined the country immensely and the railway budgets prepared on the basis of vote bank caused immense damage to the railways. This budget has not been prepared on the basis of 'vote bank', but this budget belongs to the entire country and I congratulate the Minister of Railways Shri Sadanand Gowda for this.

Meerut is the major and central city of Western Uttar Pradesh from all aspects, be it historical, cultural, political, social and economics, but expansion of rail infrastructure and rail services in Meerut and adjoining areas has not been carried out in a desired manner due to which the region appears neglected and incomplete in terms of development despite having vast opportunities. Doubling and electrification of three major rail lines *i.e.* Ghaziabad to Saharanpur and Meerut to Khurja of the region has not been completed so far. Similarly, the work to lay additional corridor line on Meerut-Khurja rail track connecting Eastern corridor to Meerut under dedicated freight corridor has not been started yet. Meerut is the major industrial city of Western Uttar Pradesh where sports goods, band goods, handloom products and scissors, etc. are being manufactured on a large scale and exported. It is necessary to connect Meerut to freight corridor as well as to construct a container depot in Meerut for the benefit of industries located there.

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\* Speech was laid on the Table



I have mentioned Hastinapur a number of times. Meerut-Hastinapur rail route has already been sanctioned but construction of the said rail route is being delayed by the ministry as it is considered to be unviable. Hastinapur doesn't need any introduction since the city has been a centre of historical and religious importance. Besides, there is a world renowned Jain pilgrimage centre at present and Saifpur Karamchandpur village is located just 3 k.m. from Hastinapur which is the birth place of one of the 'Panj Pyare', Bhai Dharam Singh and a sprawling Gurudwara is constructed there. A large number of people from the country and abroad come to visit these places and I don't think at all that the said rail route would be unviable but even if it is, I urge upon the Minister of Railways to start work of laying rail line from Meerut to Hastinapur to show respect to the sentiments towards two major minority communities of the country- Jain and Sikh communities, as well as to discharge its social responsibility.

The Minister of Railway had announced to conduct survey of Panipat to Meerut and Daurala to Bijnor *via* Hastinapur rail lines. Both these rail lines are important and useful as Meerut and Western Uttar Pradesh will be connected to major rail routes of the country and the development of the region will get an impetus. The Minister of Railway has mentioned the fact in his budget speech that promises have been made in the House for development and expansion of railway in the country, but later on these promises are overlooked. I have mentioned certain overlooked promises with regard to rail lines. Similarly, Meerut and Hapur railway stations were announced to be developed as model stations and O.P.D centre and diagnostic centre were announced to be set up at Meerut Cantt., Meerut city and Hapur railway stations, but these announcements are yet to be fulfilled. These stations lack proper sanitation and waiting hall at these stations remain closed most of time and there is no shed over foot-over bridge at Hapur station due to which passengers get drenched during rain. I am once again raising an old announcement that the then Minister of Railways, Shri Nitish Kumar ji on 12.02.2004 had laid foundation stone for a double track railway bridge at Brajghat over Ganga river on Delhi-Moradabad rail stretch. Shri Nitish Kumar ji had also announced to start a new shuttle train from Delhi to Brajghat. The people of the area are still waiting for this shuttle train. This time,

the Hon'ble Minister of Railways has committed to complete pending projects in his speech. I urge upon the Minister of Railways to complete above mentioned pending projects pertaining to my constituency at the earliest.

I urge upon the Minister of Railways to introduce following trains for expansion of rail network in Western Uttar Pradesh-

A train from Meerut to Vrindavan *via* Hapur-Bulandshahar-Khurja should be introduced. A new shuttle train from Garhmukteshwar to New Delhi *via* Hapur-Anand Vihar should be introduced. If it is not possible to operate this train from Garhmukteshwar, then it should be operated from Hapur. Passenger train plying between Moradabad to Hapur (54305) and Hapur to Ghaziabad (54301) should be extended upto New Delhi. An additional local train from Meerut to Delhi should be introduced. A new train from Meerut to Howrah *via* Allahabad should be introduced. A Puja Special train from Kathgodam to Delhi *via* Hapur was introduced but the same has been discontinued. This train may please be restarted.

Mandore Express used to run from Jodhpur to Meerut *via* Old Delhi but in the absence of washing line in Meerut the train was restricted to Old Delhi. Now as new washing line has been set up in Meerut, so Mandore Express may be extended up to Meerut again. A bi-weekly train was started from Allahabad to Udampur *via* Khurja which was quite helpful for the passengers. This train should be started again.

A ticket counter and reservation counter should be opened towards the populated area of Kankherkheda at Meerut Cantt Station so that more than one lakh population residing at that side may be benefitted. Similarly, a permanent ticket counter should be opened towards Awas Vikas colony at Hapur railway station. Earlier a ticket counter was opened but later on it was closed after sometime. Along with this an additional counter be opened permanently at reservation counter.

Space is available for PRS at Sardar Patel Agricultural University Complex on Meerut Roorkee road and in IITM Institute of Ganganagar on Meerut Mawana road. In this regard formal representation has also been sent to the Ministry on behalf of Vice-Chancellor of the

University and the Chairman of the Institute. I request you to set up PRS in these complexes for the benefit of the people of this region.

It is quite urgent to construct a road over-bridge at Meerut Cantt. Station to facilitate the movement of two-wheelers of the said population of Kankerkheda.

It is quite necessary to construct an underground railway bridge in front of Panchi gaon between telephone poll no. 72/1 and 72/2 at Meerut-Khurja rail line.

Kharkhauda is an important station between Meerut and Hapur. The people of Meerut South and rural areas located near Kharkhauda have to travel ten to twenty kilometers and cross the entire Meerut city to board Nauchandi Express and Sangam Express. At times it takes hours to reach the station because of traffic jams etc. I request you to provide stoppage of Nauchandi Express and Sangam Express at Kharkhauda Station.

Hapur city is the district headquarter of newly created district. Obviously traffic has increased on all roads of Hapur as a result of this. To facilitate communication, providing up and down stoppage of the following trains at Hapur station is quite necessary: 12203/12204 Garib Rath Express, 15035/15036 Kathgodam-Anand Vihar Sampark Kranti Express, 12391/12392 New Delhi Patna Shramjivi Express.

Meerut city Station is located in a crowded area. As a result, many passengers have to face difficulty reaching there. Keeping in view the benefit of the passengers, stoppage of the following train should be provided at Meerut Cantt Station: 14317/14318 Ujjain Dehradun Express, 14309/14310 Indore-Dehradun Express, 19565/19566 Aukha-Dehradun Express, 19325/19326 Indore-Amritsar Express, 12911/12912 Balsad-Haridwar Express, 12287/12288 Kochchiwali-Dehrdun Express, 12687/12688 Madurai-Dehradun Express.

A railway halt be set up at Tagasara near railway crossing chowki No. c-37 at Hapur Khurja railway line, so that the students studying in nearby schools and farmers may cross the line safely. The demand to set up a halt at this crossing is being made by the schools continuously since 1978.

Pawalikhas Station is located between Meerut Cantt and Daraula. When this station was set up villages like

Modipuram-Pallavpuram were not settled at Meerut Roorkee road. Due to these villages and two universities located here, about one to one and half lakh people reside in this area, but no connecting road for Pawalikhas station is available from this side. Such a road should be constructed so that people may reach station with ease.

I have tried to draw the attention of the Government towards some issues. I believe that the hon'ble Minister of Railways of this new Government equipped with new vision and new resolution would pay special attention towards the expansion of rail services in Meerut and nearby areas so that the development of this area may acquire desired impetus,

*[English]*

\*SHRI M. UDHAYAKUMAR (Dingigul): I would like to express my views on the Railway Budget 2014-15.

I have been elected from Dindigul constituency of Tamil Nadu State by the blessing of our Supremo Honourable Chief Minister Dr. Puratchi Thalaivi Ammaji (J. Jayalalitha) of Tamil Nadu who has dedicated her life solely for Tamil Nadu's growth which is very clear in her very slogan 'Makkalukaha Naan, Makkalal Naan' that means 'I am for the People and I am by the People'.

As Honourable Chief Minister of Tamil Nadu has welcomed the Railway Budget 2014-15, I too welcome the budget which has published the authentic position in the present situation, development of the Railway Station, good protection for all those who travel by Train, Express Trains from Vishapatnam to Chennai *via* Vijayawada, Bangalore to Hosur Diesel Outstation Train, Jaipur to Madurai Premium A/c Express and Shalimar-Chennai Premium Express, etc as it is prepared for the welfare of the People of our country.

I would like to bring to the kind attention of the Honourable Railway Minister some of the difficulties that I face in my Constituency (Dindigul, Tamil Nadu). They are namely:-

1. We need Railway Route extension from Dindigul to Sabarimalai *via* Nilakottai, Vathalakundu, Periya Kulam, Theni, Cumbam and Kumli. Because many Lord Ayyappa's Devotees of

Dindigul District and other neighbouring districts find extremely difficult as there is no Railway route in the above said places. This is the only shortest road to reach Sabarimala. My humble request is to conduct an Inspection Survey of these areas so as to facilitate the devotees to go for Sabarimala Darshan. I strongly believe that this will bring much income to the Railway Department as well as to fulfill the connectivity to the new places which is the dream of our Honourable Prime Minister.

2. Trichy to Dindigul Phase II train route is being laid. But the work is dead slow. May I request you to speed up the work in order to save much time of the passengers.
3. Kodaikanal, is very famous Hill Station for relaxation and tourism centre, there should be Train stop at Kodai Road junction for all the major trains (Vaigai Exp., Pallavan Exp, Pandiyan Exp., Podigai Exp., Nellai Exp., Kanyakumari Exp., Guruvayur Exp., etc.). Many of the tourists from different parts of our country and the foreign tourists are put in difficulties as there is no stop at Kodai Kanal Road (KQN).
4. There should be Express Trains from Chennai Egmore to Palani (Pazhani) via Vilupuram, Trichy and Dindigul, because Palani is one of the major pilgrimages of South India. At present, there is only one train which starts in the mid night from Chennai Central. Many devotees find difficulty in reaching the place. If the trains are from the above said route, many can benefit and it is one of the major source of income for the railways. Honourable Railway Minister may announce a new express train from Chennai Egmore to Palani via Vilupuram, Trichy and Dindigul.
5. May I humbly request the Honourable Minister of Railways to make an announcement to form a new goods shed at Tamarapadi so as to avoid traffic congestion and public inconvenience in Dindigul city. Many of the Private and Government sectors engage so many trucks to clear the goods every day from Dindigul Town Railway Junction. Shifting process is affecting the general public since continuous trucks are passing through the

heart of the city during the peak hours. Hence, considering the welfare of general public as well as to avoid traffic jams inside the city during peak hours, may I request you to make some arrangements to originate a new railway goods shed at Tamarapadi, 7 km from Dindigul and in any one of the outside areas so as to shift the goods to their warehouses without any traffic problem.

*[Translation]*

\*SHRI ANIL SHIROLE (Pune): I support and welcome this revolutionary Rail Budget. A scheme of private partnership in parcel handling will be started soon in which private parties may buy parcel van or parcel rakes. For introducing this scheme, I congratulate hon'ble Minister of Railway and want to put forward one suggestion.

We should reap maximum benefit from land, buildings and rail property. For example, headquarter building of CST of Central Railway is located at an appropriate location and design of this building is also very good. The offices located there be transferred to suburban areas at some cost and headquarter building be transformed for business purpose, then it may reap economic benefit.

I request hon'ble Minister of Railway to implement it in a proper way.

\*SHRIMATI POONAM MAHAJAN (North Central Mumbai): The Mayor of Bagota had famously said, "A developed country is not a place where the poor have cars. It is where the rich use public transportation." With the announcement of this Railway budget, I am happy to note that we have finally set the ball rolling for development of the Indian Railways in the true sense of the term.

The Railway Minister has delivered a reformist budget with a focus on improving passenger services, security, and financial viability, and has finally put an end to the populist regime that prevailed in this past decade.

As the commercial hub of the country, Mumbai and the State of Maharashtra had a lot of expectations from

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\* Speech was laid on the Table

the Rail Budget and I thank the Rail Minister for having given the due importance to our State and city. It is a matter of pride that the first bullet train in India will be between Mumbai and Ahmedabad. The provision of Rs. 1785 crore for Road-over-bridges and Road- under-bridges will bring much required bridge infrastructure in to the city. A total of 58 new trains will be introduced including a Mumbai – Gorakhpur Jansadharan Express, premium AC express train between Mumbai Central and New Delhi as well as 3 weekly express trains between Mumbai and neighboring states.

There has also been due consideration of the Mumbai Suburban Rail network. Our city will get 864 additional state-of-the-art EMUs over a period of 2 years. With the 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 the cost of operations.

The overall essence of this year's railway budget is the attempted course correction and the initiative-driven model. The Government's aim to increase private participation in the building of railways as well as bringing in FDI will provide the requisite resources to modernize trains and stations. A focus on passenger amenities/ services such as provision of foot-over-bridges and escalators *via* PPP, and provision of sufficient drinking water and toilets in stations will go a long way in helping the citizenry.

It is shame that the Indian Railways is known for its lack of cleanliness; the Ministry has done right in emphasizing the need for a clean railway, and outsourcing the cleaning activities at 50 stations to professional agencies. Furthermore, the setting up of a separate housekeeping wing in stations is a welcome move.

Few of the proposals that stood out are battery-operated platform cars for the differently-abled and senior citizens; 4000 women RPF constables to promote safety of women; setting up of an incubation institute as well as internships for engineering and MBA students with the railways and provision of workstations in select trains on payment basis.

There is a revolution waiting to happen with ready-to-eat meals of reputed brands being introduced in trains.

Setting up of food courts in stations providing regional cuisine would mean that the railway would in itself become a culinary heaven. What more can the people ask for, if they can place the order through smartphones/ SMS?

This budget gives an increased importance to safety and security with multi-pronged initiatives for elimination of unmanned level crossings, usage of advanced technology, and introduction of international level safety standards.

Focus on green initiatives such as using solar energy and bio-diesel and promotion of rail tourism are welcome moves. Specifically, the introduction of a special train featuring the life and work of Swami Vivekananda will add immense moral value to youngsters from across the country.

All in all, there is an undeniable imprint of the vision and ideas of our Prime Minister Shri Narendra Modi in the railway budget. Especially so in the IT initiatives, where there will be a revamping of online reservation system to support an e-ticketing rate of 7200 tickets per minute as opposed to the current rate of a mere 2000 tickets per minute.

I have two specific suggestions to the Railway Budget 2014. First, there is a need to provide renewed attention to the Mumbai Suburban rail network. We need better railway stations with basic facilities such as toilets and drinking water. A PPP model can be looked into to provide these facilities in an innovative and effective manner. The Mumbai locals carry over 5 million daily commuters. We need enough trains especially during peak hours. It is very worrying that an average of 10 to 12 cases of deaths on the Mumbai Local track is reported on a daily basis. A focus on safety and security of passengers is a primary requirement, especially during peak hours.

In particular, I would like to point out that Bandra Terminus is one of the most frequented stations in Mumbai, which is situated on two lines – Harbour as well as Western – needs immediate attention. There is untenable encroachment of Railway land as well as hawker menace around Bandra Station. The access to Bandra Station is blocked and causes a lot of problem for commuters. I request the Ministry to look in to this issue

and ensure that Bandra Terminus is developed as a model railway station with modern amenities.

There is also a desperate need to ensure that the automated ticketing system in Mumbai Suburban stations is revamped. Although there are Automatic Ticket Vending Machines (ATVM) in many busy stations, they are usually out of order. We need for these to work and we require for more of such ATVMs in order to tackle the long queues in most stations.

Special attention needs to be paid to the Railway Karamcharis, who require better housing facilities as well as other basic amenities. These workers are the backbone of the railways and it is necessary to ensure their well being.

I request you to consider the suggestions I have put forth. Again, I would like to congratulate the Minister for Railways on the path-breaking Railway Budget and look forward to the same being implemented in the coming year.

\*SHRI PRASANNA KUMAR PATASANI (Bhubaneswar): I would like to express my views pertaining to the railways which are relating to Khurda-Bolangir railway linking to west and east of our state. This is the only railway line which goes from Khurda Road to Bolangir *via* KBK and down trodden areas and is fetching very good income to the government. This is the only railway line goes *via* Adivasi, Girijan and Ansuchit Jati dominated areas. In this budget, the Government has only sanctioned Rs. 100 crores. The way the money would be sanctioned it may take another 30 years to complete. Therefore what is the difficulty if a good sum of about Rs. 1000 crores is sanctioned once a year and by two years the entire project will be completed. Hon. Chief Minister Mr. Naveen Pattanaik has already sanctioned 50% of money out of state exchequer for this project and free land to the Centre to complete the work. Presently, from Khurda Road to Bolgaurbegunia and upto Nayagarh the work is already completed. May I request the Hon. Minister to ply the train from Khurda Road to completed areas immediately to mitigate the problems of local passengers. It is highly delayed in execution and the work needs to be taken on war footing to complete the project from Khurda to Bolangir to start it immediately.

My second request is to complete the work ever sanctioned for the flyover from Birusurendrasai Nagar to Pokhripur of my constituency. For the rest of the flyovers, as I have been requesting your predecessors these should have been started which are near to the platform of Mirakarpur and second it comes under Khurda Division. There is no road for the villages, they are using railway track as only passage from Golbai to across the Lakhenpur. Every year innocent people are dying under Jatni constituency at Sitaramchak and the government has already decided to make Bhubaneswar and Puri platform to world class stations with international facilities. It is not known when the work will be started. I request to allot more funds to provide more facilities at Bhusundurpur and Kuhuri railway stations. Kindly provide man made crossing near Mirakarpur.

The Government should start the work where man made crossing is needed to avoid accidents. I request to convert railway school Jatina to railway college for higher studies of railway employees. One railway hospital is there (under Khurda Road Junction) which must be promoted as class-one hospital. Near to Bhubaneswar railway station, there is wagon/coach workshop at Mancheswar which should be developed. This section is highly neglected and I appeal to open a railway school for employees. Under the East Coast Zone the long pending divisional works should be started to complete the entire project. A mono train should be surveyed to avoid traffic congestion in Bhubaneswar city, the capital of Odisha. Despite several requests of mine the survey work for Metro from Cuttack to Bhubaneswar, Bhubaneswar to Jatni *via* Khurda is yet not started. Despite of my request on ther august floor of parliament to start the Metro work which is highly essential for the regular passengers and the tourists as a whole.

\*ADV. JOICE GEORGE (Idukki): I want to convey my strong objection to the Hon'ble Minister for Railways as regards, the railway budget presented by the Hon'ble Railway Minister is concerned Kerala has been discriminated in granting new railway lines, sanctioning new trains, allocating new funds to the on-going projects especially Sabari rail (Angamali – Sabarimala) line etc. Kerala has not been given its due share in all the above aspects.

Angamali – Sabarimala rail way line was originally included in the railway budget for the year 1997 – 98 and started construction in the year 2006. During the past 16 years the progress achieved in the project is almost negligible and out of 116 Kms., the work is in progress only in 8 kms. from Angamali to Kaladi.

It is understood that the detailed estimate has been sanctioned from Angamali to Perumbavoor for a length of 17 Kms. only out of 116 Kms. The work was held up for various reasons, such as objection from the public on the alignment decided by the Railways and for want of allotment of sufficient funds in the Railway budget. After repeated meetings with the local public representatives, a new alignment in Kottayam District has finally been decided during the meeting held by Honourable Chief Minister on 11.02.2014. The proposed new alignment reduces the length of the line from 116 Kms. to 111.2 Kms. It is understood that the approval of the Railway Board is yet to be communicated for the revised alignment.

During the last 20 years, no new Railway line has been commissioned in the Kerala and the only new line project sanctioned and in progress is the Angamali – Sabarimala new line project. It is suggested that the above project may be given priority by the Central Govt. taking into account the importance of Sabarimala being the most important pilgrim centre in Kerala patronized by the devotees from all the southern states and sufficient funds may be allotted during this year and the next three years so that the project can be commissioned. The barest minimum requirement of funds during this year is Rs. 100 Crores for land acquisition and to progress with the work up to Perumbavoor, for the purpose of continuing with the project. But the Hon'ble Minister was not prepared to allocate the minimum required amount. Therefore I request the Hon'ble Minister to allocate the funds for continuing the construction work of Angamali – Sabarimala project.

\*SHRI V. PANNEERSELVAM (Salem): I would like to express my sincere thanks and gratitude to our Tamilnadu permanent chief minister, Revolutionary leader *puratchi thalaivi amma* and my constituency

people to elect me as a Member of Parliament from Salem.

Hon'ble Railway Minister presented his maiden railway budget on 8th July 2014 for the year 2014-15. In this budget, the railway minister has announced various new schemes and new trains across India.

He has introduced 58 new trains including 05 jan sadharan trains and 05 premium trains. He has introduced 5 new trains in Tamil Nadu satate .i.e. (West Bengal –Chennai), Jaipur to Madurai premium express Ahmadabad –Chennai express twice in a week, Chennai – Hyderabad high speed train and Melmaruvathur and Veilankanni special pilgrimage trains during festival seasons etc. It will really very helpful to the people to visit these religious places during festivals. I appreciate the Hon'ble minister for his new initiatives.

Hon'ble Minister has announced to set up a "Cold Storage Godown" near Chennai to preserve vegetables and fruits which are really a boost and encouragement to the vegetable and fruit growers and also to improve them economically.

The Railway Minister has allowed FDI and PPP to help make ends meet and fund infrastructure projects. I would like to say that there are lots of merits and advantages in this railway budget, but I felt some more new trains project to be introduced for tamilnadu. My Salem parliamentary constituency has been totally ignored by the Railway Minister.

I already requested to hon'ble minister that to start a day time new express train from Salem Junction – Chennai Egmore, for my Salem constituency . The main thing is that railways is getting Rs. 400 cr. from my constituency. I request myself and on behalf of my constituency people to introduce more trains in my Salem division. This will make more profits to the railways and it will be useful for my Salem constituency people. Because around 2008 to 2014 around there is one and only train that is Salem Egmore Express. There is lots of space to build a new railway track and introduce a new train in Salem division.

Hence, I request the hon'ble Railway Minister to consider implementing these pending projects and introduce some more trains from Salem to Egmore this year in day time.

I appeal to the Hon'ble Minister, not to increase railway fare in future to boost the financial positions of railway departments, as it directly affects the common people because the common people are using trains and there is also price rise of essential commodities in the country.

\*SHRI J.J.T. NATTERJEE (Thoothukudi): My constituency Tuticorin the one of the famous cities and its called like "Pearl City" and it is surrounded by Bay of Bengal. It has the major hub for salt exporting throughout the world. Tuticorin Port is one of the major port in India and also it has domestic Airport connecting various parts of the country. My constituency people lack the accessibility of the railway service and are even deprived of the benefits of railway projects as well as other welfare schemes of the central government for nearly two decades. In this regard, it is a great opportunity that this constituency is represented by me with the great guidance of Hon'ble Chief Minister of Tamil Nadu, Dr. Puratchi Thalaivi Amma. Therefore, I feel that it is the duty of mine and the people belonging to Tuticorin Constituency to register our sincere gratitude to Hon'ble Chief Minister of Tamilnadu, Dr. Puratchi Thalaivi Amma

At the moment, I further would like to congratulate Hon'ble Railway Minister for having placed his first Railway Budget in this august house. Hon'ble Minister has brought before the country the real situation of Indian Railways, giving importance for early completion of already approved projects rather than announcing new railway lines. It is unfortunate that in the last 10 years, 99 new line projects worth of Rs, 60,000 crore were sanctioned but only one project has been completed and even some projects are remaining uncompleted over three decades.

Therefore, Hon'ble Minister has recognized that real condition of the pending projects and I hope that he will take more effective measures for the early completion of early approved railway projects. The Diamond Quadrilateral high speed rail network would prove a game changer in terms of providing a transport infrastructure backbone for the country.

Tuticorin is well connected with the state capital by Road, Rail Air and by Sea Water. Every day from Tuticorin by road (45 B NH) more than 10,000 Lorries and 1000 Omni buses are going out and two private aircraft are operated from Tuticorin Airport. Unfortunately the railway facility to our town is very limited. Only one express train connection to our state capital of Tamilnadu is Pearl City Express. There is a huge demand for the railway reservation in passenger train. Apart from that the goods carriage was not supported by the railway. Almost all the goods are transported through roadways, it is a costlier than the railways. Even though there is heavy demand for goods carrying train, it is a economically potential route.

Even though this constituency has the potential of revenue generation and development, but it could not do so, because of non-accessibility of proper railway service. I put forward to your kind consideration some of the long pending demands of the people of my constituency.

1. Early completion Doubling of railway line with electrification form Tuticorin to Madurai.
2. Tuticorin – Chennai *via* Madurai Express train in day time in the name of "Salt City Express"
3. Construction of subways into railway gates in Tuticorin Railway Station
4. Basic Amenities to be fulfilled in Tuticorin Railway Station, modernization required in Platform No.2
5. PRS counter in Head Post Office in Tuticorin
6. Special Quota to be provided in Pearl City Express for the passengers from Tuticorin
7. Escalators, Battery operated car facility to be provided to children and old age people.
8. Passenger train between Tuticorin – Madurai *via* Tirunelveli and Tuticorin – Trivandrum *via* Tirunelveli on daily basis it will encourage the small business people and students, it may also avoid rush in the roadways.
9. New Survey for new railway line from Tuticorin – Madurai *via* Ettayapuram, Aruppukottai
10. New railway line upto Tuticorin Port with doubling and electrification. This new railway line is for

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\* Speech was laid on the Table

freight traffic only. It carries Steel, it carries cement, it carries salt, it carries food grains and fodder and it also carries wooden items.

I appreciate the Minister that this budget has placed considerable emphasis on improving the experience of the rail traveler by improving cleanliness, security, catering, toilet and other facilities at stations and trains while safety in operation has also been appropriately accorded the highest priority. I appreciate the steps to improve the rail safety. It is informed that in order to strengthen security in trains and at stations 17000 RPF personnel have been recruited and are ready for deployment. This is also proposal to recruit 4000 women RPF security personnel to ensure security of ladies who are traveling alone. While thanking Hon'ble Minister, I would like to request him to take initiatives to extend the purview of safety to all passengers trains especially trains which are running overcrowded in sub-urban areas.

I have listed only few demands of my constituency here. However, there are still a number of demands as far as railway is concerned because of the fact that my constituency is ultimately deprived of railway services for many years. I feel it is my utmost duty to get all those pending works finished during my tenure and hope that I will do it, with the better co- ordination of the central government and guidance of our Hon'ble Chief Minister of Tamil Nadu, Dr. Puratchi Thalaivi Amma.

\*SHRI ADHALRAO PATIL SHIVAJIRAO (Shirur): I, on behalf of Shiv Sena Party and also on behalf of the people of Maharashtra, strongly support the Railway Budget presented by the Hon'ble Minister of Railways under the able guidance of our Prime Minister Shri Narendra Modiji.

Hon'ble Minister of Railways has presented this Railway Budget recently and several decisions like modernization of Indian Railways, security of women passengers in railways, introduction of first bullet train in India, improvement in basic facilities, introduction of several new important trains including new trains to connect Mumbai and Pune with other parts of the country. I sincerely welcome the initiatives taken by the Hon'ble Minister of Railways.

I wish to draw kind attention of Hon'ble Minister of Railways towards two railway projects of vital importance, which have not been included in the current railway budget, neglecting the strong sentiments of the people of Maharashtra. These two projects are Pune-Nashik and Kalyan-Nagar projects.

Since 2004, *i.e.*, after my election to the Lok Sabha for the first time, I have been pursuing these projects vigorously with the Ministry of Railways and the Government of Maharashtra. A survey of Pune-Nashik railway line was conducted around 20 years ago and the matter was closed. However, keeping in view the rapid increase in the industrial developments, availability of agricultural goods for transportation and other factors involved on my request, the then Hon'ble Minister of Railways was pleased to order survey of this area and in this new survey, the rate of return was found to be profitable, if Maharashtra Governments shares some financial burden of the project. Thereafter, keeping in view the importance of the projects, I pursued the matter with the Government of Maharashtra for around 2 years and finally, Government of Maharashtra has agreed to share 50% of the project cost, amounting to Rs. 1900 crores. The Ministry of Railways, thereafter sent the proposal to the Planning Commission and in the year August, 2013 the then Hon'ble Minister of Railways in the UPA Government rejected the proposal on the ground of not being feasible, though the rate of return in the survey was found to be +4%.

Today several multinational companies have set up their factories on this route and the maximum number of world class vehicles are being produced on this route. I, therefore, request Hon'ble Minister of Railways to include these two projects viz., Pune – Nashik and Pune – Nagar projects in the instant Railway Budget.

Besides, there are long pending demands from the commuters from my Parliamentary Constituency, Shirur in Pune districts which have been neglected in the instance Railway Budget. Pune – Daund electrification work is going on and its deadline has been extended up to September, 2014. However, keeping in view the very slow progress in the work, it cannot be completed on its extended deadline and the concerned authorities may be directed to increase the speed of the project and to complete it up to September, 2014. Daund – Pune

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\* Speech was laid on the Table



Solapur Express which starts at 4.30 am and Daund – Pune Manmad Express which starts at 5.30 am reach almost daily 90 minutes late on Urali Kanchan Railway Station causing inconvenience to the daily commuters. Daund – Pune Shuttle express which used to start at 4.30 an has been discontinued abruptly. This schuttle express may be continued to run as it is.

There is a long pending demand to grant stoppage to the Howrah – Pune, Howrah Express and Patna – Pune, Patna Express at the Urali Kanchan Station. Udyan Express has been granted stoppage at Urali Kanchan Station. However, information about this stoppage has not been included in the records of the railways. I request the Hon'ble Minister of Railways to include information abot this halt on the computerized record of the Railways so that more and more commuters can be benefited. There are only two sheds presently available on the Urali Kanchan Railway Station. There is an urgent need to erect complete sheds on the station and also for beautification of the station, keeping in view the large commuters boarding train from this station.

There is also a long pending demand of daily commuters between Pune and Mumbai for introduction of a new train between Pune-Mumbai, which should reach before 10 am to Mumbai. Pune railway station has been granted international status, however, funds for its modernization and beautification has not been released. Keeping in view the increasing population in Pune and industrialization of the nearby areas, there is an urgent need for a new terminal on Pune railway station and also for a separate new terminal for local trains.

I request Hon'ble Minister of Railways to kindly include the above long pending demands of the commuters of my area. The people of Maharashtra have full faith on the leadership of Shri Narendra Modiji and I am sure, under his kind leadership and also under the leadership of Sadanand Gowdaji, more and more decisions for the benefits of people of India will be taken and services in Indian Railways will prosper further.

\*SHRI K.R.P. PRABAKARAN (Tirunelveli): My constituency Tirunelveli lack accessibility of the railway service and is even deprived of the benefits of railway

projects as well as other welfare schemes of the central government for nearly two decades. In this regard, it is a great opportunity that this constituency is represented by me with the great guidance of Hon'ble Chief Minister of Tamil Nadu, Dr. Puratchi Thalaivi Amma. Therefore, I feel that it is the duty of mine and the people belonging to Tirunelveli Constituency to register our sincere gratitude to Hon'ble Chief Minister of Tamilnadu, Dr. Puratchi Thalaivi Amma.

At this moment, I further would like to congratulate Hon'ble Railway Minister for having placed his first Railway Budget in this august House. Hon'ble has brought before the country the real situation of Indian Railways, giving importance for early completion of already approved projects rather than announcing new railway lines. It is unfortunate that in the last 10 years, 99 new line projects worth of Rs, 60,000 crore were sanctioned but only one project has been completed and even some projects are remaining uncompleted over three decades.

Therefore, Hon'ble Minister has recognized the real condition of the pending projects and I hope that he will take more effective measures for the early completion of early approved railway projects. The Diamond Quadrilateral high speed rail network would prove a game changer in terms of providing a transport infrastructure backbone, for Tirunelveli is well connected with the state capital by Road. Every day from Tirunelveli by road more than 10,000 Lorries and 1000 Omni buses are going out. Unfortunately the railway facility to our town is very limited. There are only few express train connections to our state capital of Tamilnadu. There is a huge demand for the railway reservation in passenger train. Apart from that the goods carriage was not supported by the railway. Almost all the goods are transported through roadways, it is a costlier than the railways. Even though there is heavy demand for goods carrying train, it is economically potential route.

Even though this constituency has the potential of revenue generation and development, but it could not do so, because of non-accessibilities of proper railway service. I put forward to your kind consideration some of the long pending demands of the people of my constituency.

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1. Early completion of Doubling of railway line with electrification from Tirunelvi to Madurai, length is 157 KM in Madurai Division. The survey report says the expense of the above said route is Rs. 2050 crore. The central planning commission of railways should approve the above project and allocate the necessary funds to speed up the project.
2. Construction of subways into railway gates in Tirunelveli Railway Station
3. Basic amenities to be fulfilled in Tirunelveli Railway Station, modernization required for all the platforms
4. PRS counter in Head Post Office in Tirunelveli
5. Special Quota to be provided in Nellai Express for the passengers from Tirunleveli
6. Escalators, Battery operated car, facility to be provided to children and old age people.
7. Passenger train between Tuticorin – Madurai *via* Tirunelveli and Tuticorin – Trivndrum *via* Tirunelveli on daily basis. It will encourage the small business people and students, it may also avoid rush in the roadways.
8. New railway line upto Tuticorin Port with doubling and electrification with financial help from the Tuticorin VOC port Trust under PPP method. This new railway line is for freight traffic only. It carries Steel, it carries cement, it carries Salt, it carries food grains and fodder and it also carries wooden items.
9. Early re-opening of stoppage at Kavalkinaru Railway station. It is nearby the Mahendragiri Atomic Fuel Station. More than 10000 people will use if it comes to active.
10. Extension of Tuticorin – Tirunelveli passengers train up to Shencottai and also in night service.
11. Nellai Express 12631/12632 to be extended up to Shenkottai.
12. First AC coach in Nellai Express 12631/12632 and Pothigai Express 12661/12662

13. Silambu Express 16181/16182 extend upto Shenkottai *via* Manamadurai treated as single train.

I would like to heartily congratulate you on your assumption of office as Union Minister of Railway. With your vast experience and dedication, I am confident that Indian Railways will reach new heights both in terms of passenger and freight traffic. I am elected from Tirunelveli constituency, Tamil Nadu, with the blessings of Hon'ble Chief Minister of Tamil Nadu. Dr. Puratchi Thalaivi Amma.

I would like to place before you the below mentioned long pending projects of my Tirunelveli Constituency for your kind perusal:-

1. To expedite the doubling and electrification of Madurai – Tirunelveli – Kanyakumari Section;
2. Early reopening of KAVALKINARU Railway Station in Tirunelveli District, Tamil Nadu;
3. To improve lighting and other basic amenities to the passengers at Nanguneri and Valliyur Railway Stations;
4. To increase the number of coaches including unreserved in (i) Nellai (ii) Kanyakumari and (iii) Anandhapuri Express Trains and introduction of more Special Trains connecting Tirunelveli during seasons, summer vacation and festival times and provision of First Class/First AC Coach in Nellai Express.
5. Level Crossing barrier Gate (Gate No. 111) was fixed at Senkulam – Muntratappu – Palayamkottai railway line. However, there is no man appointed at this gate which has caused huge difficult to vehicle and people. Therefore, I request you to instruct concerned officials to post a staff at this gate.

Your kind attention is requested to the subject and reference mentioned above. I hereby inform you that there is an unmanned level crossing at 11.50 to 11.60 kilometers from Tirunelveli at Gate Non. 9. This unmanned level crossing was closed by the senior section Engineer, P. Way, Srivaikundam on 4.7.2014 at 1400 hrs.

This level crossing is used daily by hundreds of local people living in villages namely Kuthukal, Muthur, Sivanthipatti, Sriramakulam, Ramanujampudur, Reddiarpatti and Serakulam. This road leads to Paruthipadu, Munanchipatti, Mulakaripatti and Kudangulam (Nuclear Power Station).

This road is connected with Tiruchendur and Tuticorin state Highway and is daily accessed by farmers, Agricultural and skilled labourers, student, patients and all categories of people for transporting agricultural product, milk, schools, colleges and hospitals etc.

In the above circumstances, on behalf of the public living in the above villages of my constituency, I request you to kindly take necessary action to open the ULC and convert to manned level crossing.

I appreciate the Minister that this budget has placed considerable emphasis on improving the experience of the rail traveler by improving cleanliness, security, catering, toilet and other facilities at stations and trains, while safety in operation has also been appropriately accorded the highest priority. I appreciate the steps to improve the rail safety. It is informed that in order to strengthen security in trains and at stations 17000 RPF personnel have been recruited and are ready for deployment. There is also proposal to recruit 4000 women RPF security personnel to ensure security of ladies who are traveling alone. While thanking Hon'ble Minister, I would like to request him to take initiatives to extend the purview of safety to all passengers trains especially trains which are running overcrowded in sub-urban areas.

I have listed only few demands of my constituency here. However, there are still a number of demands as far as railway is concerned because of the fact that my constituency is ultimately deprived of railway services for many years. I feel it is my utmost duty to get all those pending works finished during my tenure and hope that I will do it, with the better co-operation of the central government and guidance of our Hon'ble Chief Minister of Tamil Nadu, Dr. Puratchi Thalivi Amma.

\*SHRIMATI K. MARAGATHAM (kancheepuram): My constituency Kanchipuram lack accessibility of the railway service and is even deprived of the benefits of

railway projects as well as other welfare schemes of the central government for nearly two decades. In this regard, it is a great opportunity that this constituency is represented by me with the great guidance of Hon'ble Chief Minister of Tamil Nadu, Dr. Puratchi Thalivi Amma. Therefore, I feel that it is the duty of mine and the people belonging to Kanchipuram Constituency to register our sincere gratitude to Hon'ble Chief Minister of Tamilnadu, Dr. Puratchi Thalivi Amma Madam.

At this moment, I further would like to congratulate Hon'ble Railway Minister for having placed his first Railway Budget in this august house. Hon'ble Minister has brought before the country the real situation of Indian Railways, giving importance for early completion of already approved projects rather than announcing new railway lines. It is unfortunate that in the last 10 years, 99 new line projects worth of Rs. 60,000 crore were sanctioned but only one project has been completed and even some projects are remaining uncompleted over three decades.

Therefore, Hon'ble Minister has recognized the real condition of the pending projects and I hope that he will take more effective measures for the early completion of early approved railway projects. The Diamond Quadrilateral high speed rail network would proved a game changer in terms of providing a transport infrastructure backbone for the country. Kanchipuram is well connected with the state capital by Road. Every day from Kanchipuram by road. More than 10,000 trucks and 1000 Omni buses are going out. Unfortunately the railway facility to our town is very limited. There are only few express train connections to our state capital of Tamilnadu and Central Capital of New Delhi. There is a huge demand for the railway reservation in passenger train. Apart from that the goods carriage was not supported by the railway. Almost all the goods are transported through roadways, it is a costlier than the railways. Even though there is heavy demand for goods carrying train, it is economically potential rout.

Even though this constituency has the potential of revenue generation and development, but it could not do so, because of non-accessibility of proper railway service. I put forward to your kind consideration some of the long pending demands of the people of my constituency.

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\* Speech was laid on the Table

1. Construction of subways into railway gates at Kanchipuram Railway Station.
  2. Basic Amenities to be fulfilled at Kanchipuram Railway Station.
  3. Modernisation required for all the Platforms.
  4. PRS counter in Head Post Office in Kanchipuram.
  5. Special Quota to be provided for all Express trains for the passengers from Kanchipuram.
  6. Escalators, Battery operated car, facility to be provided to child and old age people.
  7. Passenger train between Kanchipuram-Chennai Central and Chennai Egmore *via* Tambaram on hourly basis it will encourage the small business people and students, it may also avoid rush in the roadways.
  8. Private Freight Terminals (PFT) at Tambaram Railway Station New railway line for freight Traffic with doubling and electrification with financial help from Private under PPP method. This new railway line is for freight traffic only. It carries Steel, it carries cement, it carries salt, it carries food grains and fodder and it also carries wooden items.
  9. Movement of Agri Products, Parcel Traffic, Connectivity to remote areas, Urban Transport, Freight business for the above mentioned area is future needs and requirements in the form of providing connectivity to hitherto unconnected regions, requirement of movement of goods from new production/consumption center needs to be assessed on a continuous basis.
  10. Redevelopment of Tambaram railway station as world class Station.
    - Segregation of arrival/departure of passengers.
    - Adequate concourse – No overcrowding.
    - All essential facilities at concourse – catering, small retail, wash rooms, cloak rooms, drinking water, toilets, ATM, Internet and pharmacy, etc.
  - Adequate waiting room facilities-ladies dormitories-transit hold.
  11. Cleanliness & Hygiene on Railways
    - To improve the standard of cleanliness and hygiene in coaches is a high priority area of Indian railways.
  12. Chennai-Pondicherry Railway line *via* Mamallapuram Chennai and Pondicherry are separated by about 160 Km. An East Coast Road (ECR) is available for the travel between these two places. The journey on the coast of Bay of Bengal through ECR is not only pleasant but also becomes highly accidental risk. Around 2000 buses had been operated daily *via* ECR and also thousands of trucks, private cars & two wheelers are plying in this road. Because of this hectic traffic all the time in ECR, almost most of the places of ECR become accident prone. Even though, traveling in the East Coast Road becomes dangerous, many school/college students, office employees and the general public are using this road. One of our long requests of providing railway track from Chennai to Pondicherry *via* Mamallapuram is still pending. If a railway track was provided, it will be helpful to transfer the goods, for the tourists, foreigners visiting Mamallapuram, Pondicherry and many other places. It will also help many people travel between Chennai & Pondicherry without the fear of accident.
- Hence, it is requested to allot the necessary fund in the railway budget 2014 in the name of Railway line between Chennai & Pondicherry *via* Mamallapuram.
- I appreciate the Minister that this budget had placed considerable emphasis on improving the experience of the rail traveler by improving cleanliness, security, catering, toilet and other facility at stations and trains while safety in operation has also been appropriately accorded the highest priority. I appreciate the steps to improve the rail safety. It is informed that in order to strengthen security in trains and at stations 17000 RPF personnel have been recruited and are ready for deployment and there is also proposal to recruit 4000 women RPF security personnel to ensure security of

ladies who are traveling alone. While thanking Hon'ble Minister, I would like to request him to take initiatives to extend the purview of safety to all passengers trains especially trains which are running overcrowded in sub-urban areas.

On behalf of the people of our Kanchipuram Lok Sabha constituencies, Tamilnadu, I, the elected representative would like to place before your goodself the below mentioned genuine demands for your kind perusal:-

- (i) Restoration of Stoppage at Karasangal
  - (a) Train Nos. 66045/66046 Melmaruvathur-Villupuram EMU.
  - (b) Train No. 56037/56038 Egmore-Villupuram
  - (c) Train No: 56859/56860 Villupuram-Thambaram
  - (d) Train No: 56041/56042 Tirupathi-Pondicherry.
- (ii) Request for PRS counter at Karasangal and Kelambakkam Railway Station.
- (iii) Request for fund allocation for Velacherry-Cuddalore New Railway Line via Kelambakkam, Thirupporur, Mahapallipuram.
- (iv) Request for speed up the ongoing project of Nandhivaram- Guduvancherry Railway Gate Fly over Bridge.

In this connection, I would like to submit that stoppages were earlier provided to these trains at Karasangal. However, all of a sudden the stoppages were withdrawn. With the result, the people of our Constituencies are facing lot of difficulties. They are at the mercy of roadways which is always crowded. These stations are the huge source of revenue generation to the Railways.

Considering the plight of railway passengers, I humbly request your goodself to kindly intervene in the matter and issue necessary directions to the southern railway authorities for restoring stoppage of the above mentioned trains at Karasangal.

I have listed only few demands of my constituency here. However, there are still a number of demands as

far as railways is concerned because of the fact that my constituency is ultimately deprived of railway services for many years. I feel it is my utmost duty to get all those pending works finished during my tenure and hope that I will do it with the better co-ordination of the central government and guidance of our Hon'ble Chief Minister of Tamil Nadu, Dr. Puratchi Thalaivi Amma.

*[Translation]*

\*SHRIMATI RANJEET RANJAN (Sapaul): I would like to make a humble and simple request to the Minister that every country and every person has a right to dream. The country or the person who does not dream can't progress. We should also dream but we should also know that China, Japan and Spain are known as developed countries. Did you ever try to know as to how fund has been mobilised by the railways- putting extra burden on the public or through additional resources. The country, which make progress always keeps the interests of its public on top priority.

Before introducing a bullet train, did you try to know that 2 crore and 40 lakh daily rail passengers are farmers, children, old people and people living below poverty line? I would like to request the government to formulate progressive action plans without putting additional burden on 124 crore people of the country. The pending scheme for Bihar worth Rs. 64000 crore should be started immediately and completed at the earliest. There is often talk of giving special status to Bihar, but on the other hand, feelings of crores of the people of Bihar have been hurt by giving step motherly treatment to their state. Keeping in view my feelings, I would like to request to provide for and complete the following schemes at the earliest which are in the interest of Bihar:

1. Ten lakh rupees have been provided for Kursela to Bihariganj which is very less.
2. The amount of funds provided for Bihariganj to Simri Bakhtiyarpur is much less and this amount should be increased.
3. An amount of 50 lakh rupees only provided in this budget for laying new rail line from Bihariganj to Thana Bihpur via Chausa Pachrasi in much less.

- Suffiecient amount of fund should be provided in this budget.
4. A new rail line from Madhepura to Bhimnagar *via* Singheshwar and Triveniganj.
  5. An amount of only five crore rupees has been provided for laying new rail line from Jalalgarh to Kishanganj *via* Jokihaat which is not sufficient. This amount should be increased in this very budget.
  6. Laying a new rail line from Manihari to Sahebganj (connecting two states) and construction of a rail over bridge over the Ganga river are very important in the interest of both the states. These works should be included in this very budget.
  7. An amount of 25 crore rupees only has been provided in this budget for laying a rail line from Saraigarh to Nirmali which is insufficient for completing the said work. A minimum amount of 100 crore rupees should be provided in this rail budget.
  8. Construction work of the new rail line from Bihariganj to Birpur *via* Kumarkhand, Jadia and Chhatapur may be included in this budget.
  9. Construction work of the new rail line from Purnia to Chausa *via* Dhamdaha and Rupauli may be included in the budget.
  10. Adequate fund may be provided for construction of new rail line from Saharsa to Kusheshwar Asthan *via* Mahisi.
  11. An amount to the tune of only Rs. 10 lakh has been provided for constructing new rail line from Supaul to Galgalia *via* Triveniganj and Araria. That amount is very meagre. At least the amount to the tune of Rs. 10 crore may be provided for this scheme in this Rail budget.
  12. The construction work of the new rail line from Nirmali to Kushdeshwar Asthan along the western dam of Kosi may be included in this Rail Budget.
  13. Adequate fund may be provided to complete the work of gauge conversion from Banmankhi to Bihariganj by increasing the amount of the fund.
  14. Adequate fund for the work of gauge conversion from Saharsa to Farbisganj may be provided in this Rail Budget.
  15. The schedule for inauguration of sleeper factory which is ready, may be fixed at the earliest.
  16. Very meager amount has been provided for electric rail engine factory, Madhepura. This amount may be increased and the work may be started at the earliest.
  17. The construction work of Munger-Khagaria railway bridge may be completed without any delay.
  18. There is a lot of land of railways in Barauni and Police Station Bihpur, a factory may be set up there in public interest.
  19. Adequate fund may be provided to complete the construction work of electric rail line from Barauni to New Jalpaiguri *via* Katihar at the earliest.
  20. Rajrani Express which runs from Saharsa may be started from Muraliganj.
  21. Intercity Express which runs from Madhepura may be run from Muraliganj.
  22. Koshi Express which runs from Saharsa to Hatia may be run from Muraliganj.
  23. Janaki Exoress which runs between Saharsa and Jainagar may be run on daily basis.
  24. Purbia Express which runs from Saharsa to Adharshnagar should be run on daily basis.
  25. Garib Rath Express, which runs from Saharsa to Amritsar, should be run on daily basis.
  26. Vaishali Express, which runs from New Delhi to Barauni, may be extended upto Saharsa.
  27. The reservation quota of Purbia Express at Gorakhpur may be extended.
  28. Amrapali Express, which runs from Katihar to Amritsar, may be extended upto Jogbani.
  29. The provision of making Saharsa a Railway Division may be included in this budget which is very necessary in public interest.

30. The foundation of the over-bridge of Saharsa has been laid five times but no work is taking place. It may be started in public interest by providing adequate fund in this Railway Budget.
31. Provision of manned level crossing may be made in this budget between Saharsa junction and Sonbarsa Kachahri station.
32. A halt for Train no. 12435/12436 Rajdhani Express may be provided at Khagaria.
33. It is very necessary to run a superfast train from Saharsa to Patna at night and it should be included in the budget.
34. Strict decisions should be taken in this budget regarding arrival of all the trains on their scheduled time.
35. All the trains may have reservation system as per the seats available in these trains. The provision of waiting list may be ended so that common man can travel with dignity. Decision in this regard may be taken in this budget.
36. The survey of construction work of new rail line from Madhepura to Pratapganj was conducted in 2005. This scheme may also be included in the rail budget.
37. A link express train may be run from Saharsa to Raghopur *via* Supaul.
38. Beautification of Supaul, Saharsa and Madhepura stations may be done.
39. Hon. Minister, I would like to be informed about completion date of gauge conversion from Surliganj and Purnia. Please increase the amount of the fund in this regard.

So, I request the Hon. Railway Minister to include all the schemes mentioned above in the rail budget in the interest of the people of Bihar.

Note: Survey work of Pratapganj, Bheemnagar and Bathnaha rail lines has been conducted in 2005. but it was not included in this budget. It is very important for flood-affected areas, so it should be included.

[English]

\*SHRI R.P. MARUTHARAJAA (Perambalur): I would like to draw the kind attention of the Minister to consider the request of my constituency people to lay a new railway line and to introduce a new train service between Ariyalur and Namakkal *via* Perambalur, Thuraiyar & Musiri in Tamilnad.

I would also like to request you allot necessary fund (Rs. 98 lakhs) to construct a Subway at Uttamarkovil Railway Station at KM326 + 10 Meters of Villupuram, Trichy Chord Line.

If the above 2 requests are considered my constituency people would be very grateful to you forever.

I have received representations from students, merchants, labourers and general publics of Lalgudi for the new stopping of the following trains. (1)T. No. 16127/16128 Chennai – Guruvayoor – Chennai Exp.(2) T.No. 16713/16714 – Chennai – Rameshwaram – Chennai Express(3) T. No. 16107/16108 – Chennai – Mangalore – Chennai Express, and (4)sepreate P.R.S. facilities. Kindly do the needful.

I would be happy if you could take appropriate steps to consider my requests.

\*DR. SIDHANT MOHAPATRA (Berhampur): While congratulating the Minister for proposing a realistic railway budget in the Parliament, I would like to express my admiration for the thrust you have laid on social viability in the Indian Railways. In order to provide better passenger amenities and improve the safety aspects of Indian Railways, the much needed hike in passenger and freight fares have been rightly proposed by you. However the sharp increase of 14% in passenger fares at one go will pose a big burden on the common man. This could be considered in suitable installments by devising a proper mechanism.

I also thank you for allocating Rs. 2 Crore for the proposed railway wagon factory at Sitalapalli in Ganjam district of my constituency and earnestly request you to look into the following pending proposals:

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\* Speech was laid on the Table

- (1) The gauge conversion between Naupada in Andhra Pradesh and Gunupur in Odisha has been completed and passenger train services have commenced. There is a missing link of about 60 Km between Gunupur and Rayagada and this stretch if constructed will serve the most backward and tribal areas of the district. Further, this stretch will connect the existing Vizianagaram – Raipur main line. The entire hinterland traffic of South Odisha and part of Chattisgarh can be cost effectively routed through Rayagada – Naupada to Gopalpur Port. Indian Railways, several industrial houses as well as backward and tribal regions of South Odisha will be greatly benefitted from this line. **Hence construction of Gunupur – Rayagada Railway line may be considered under the port connectivity plan.**
  - (2) There has been no progress of the proposed wagon factory in Ganjam ever since it was announced almost three years ago. Govt. of Odisha has earmarked 100 acres for the wagon factory in consultation with railway officials. The land is yet to be taken over by the railways. I understand that the project will be implemented under PPP mode. So far Railways have not advertised for obtaining expression of interest from the private parties as has been done in the case of other proposed wagon factories. The construction of the project may please be taken up urgently so that a large number of youth in this area will earn their employment and livelihood.
  - (3) Better passenger amenities may please be provided at the railway stations in Berhampur, Chatrapur, Ganjam, Parlakhemundi, Gunupur and Palasa.
  - (4) Construction of a **ROB** on the main Railway line near Jagannathpur Railway Station and Ambapua; construction of **RUB** at Chatrapur Main Station and Court Station, Surla Road, Randha Village near Golonthra may please be taken up.
  - (5) Extension of the existing train no. 12145/12146 from Kurla (Mumbai) to Bhubaneswar upto Palasa. This will facilitate passengers of South Odisha and North Andhra Pradesh.
  - (6) Early introduction of an express train from Gunupur to Bhubaneswar and Gunupur to Visakhapatnam which were announced in the previous budgets.
  - (7) Stoppage at Rambha station of any one train originating from Howrah preferably East Coast Express. This will facilitate a large number of tourists from Kolkata visiting Chilika Lake for which Rambha is the nearest Railway station. Further, a large number of tourists are expected to visit Puri and Rambha during the forthcoming Nabakalebar festival of Lord Jagannath during 2015. This stoppage will greatly help the tourists as well as pilgrims.
  - (8) Extension of Rourkela-Bhubaneswar train upto Berhampur which will facilitate a large number of passengers in the industrial city of Rourkela as well as resident of Southern Odisha.
  - (9) Construction of Khurda road bypass so as to enable South bound trains to Puri without power back to save time and Administrative overheads. This may be completed before the Nabakelebara of Lord Jagannath to be performed in June, 2015.
- Hope you will take prompt actions on the above proposals.
- \*SHRI P. SRINIVASA REDDY (Khammam): I would like to express my views on Railway Budget-2014. The Railway Budget has not focused much on the newly carved Telangana State. This is one of the backward States in India. The previous government, while passing the AP State bifurcation, they have promised to fulfill their aspirations and to support the State in a big way. People of Telangana have expected a lot from the present Government, but the people of Telangana have got disappointed after seeing this Railway Budget. After bifurcation of Andhra Pradesh, the Railways have six divisions and they were also divided among both the States. The Telangana State has got only three divisions remaining and there is a persistent demand from Maharashtra to merge the Nanded division into Central Railway, if it goes to the Central Railway, we have only



two divisions. Therefore, there is an absolute need to create a couple of new Divisions in Telangana State and especially one is at Kazipet as a new division so as to cater to the needs of the people of this backward region. In this Budget, a Wagon Manufacturing Unit at Kazipet with Rs. 5 crore is only allocated. Nothing much to see in this Budget. The Bhadrachalam Division of Telangana State has got highest population of tribes and other nomadic tribes. For their welfare, the previous government had announced a Bhadrachalam –Kovvur Railway line, which covers mainly tribal areas which facilitates these tribal to mix up with mainstream but no expeditious progress has been achieved and no reference has been made in this Budget. We were expecting some New Railway Lines, New Road Over Bridges and some Under Bridges. No effort have been made towards these new proposals.

I would like to draw the attention of Hon'ble Minister of Railways to provide some extra infrastructural facilities to generate employment to the local unemployed youth and to allocate more funds for the development of Telangana State, as the State of Telangana is at infant stage.

\*SHRI RAMCHANDRA HANSDAH (Mayurbhanj): Railway Budget for 2014-15 may bear a sign of promise to extricate itself from the cheap populist shackles over the years it was fastened with but still I cannot support it because there is little provision for my home State Odisha – which has continuously been subjected to utter negligence in the budget for the past few years. Though a little solace has tried to be given to my State by increasing the budgetary allocation, but it will not suffice to compensate the past lapses and will fail to put my state in the track of even keel – in the track of parity with other states with regard to development in Railways.

I am happy that there is a promise in the Budget for North-Eastern part of the country, but am shocked that there is no provision for 7 districts of my state which is yet to be under the Railway network of the country. Though the state contributes substantially in terms of revenue earned from the freight, the budget provision for various projects of the railways in the state is very

meagre. I would like to remind the department through you that though in the past there was some amount allocated for some projects in the state, later on the fund was diverted to projects in the other states. I hope this time it will not be repeated.

I want to draw the attention of the Hon'ble Minister of some of the problems existing in my constituency area.

- (1) That, improvement of track from RUPSA – Bangriposi section under Kharagpur Division is badly needed with upgraded sleepers (PSC), 52 kg/62 kg 90 UTs rails, proper ballast caution and modification in alignment. The existing track is of released rail and of so inferior quality due to which 12891/12892 Bangriposi- Bhubaneswar SF Express takes two hours to travel 60 km. track when on the other hand, it takes only three hours to cover 200 km distance from Bhubaneswar to Balasore.
- (2) That 18008/18007 Baripada Shalimar Similipal Intercity Express which has departure time at Baripada 0440 hrs and arrival time to Baripada at 11.15 hrs. is not convenient to the commuters coming from the remote areas of my tribal dominated district of Mayurbhanj. Its timing should be suitably changed with extension to Howrah as Shalimar is not convenient place.
- (3) The 12891/12892 Bangriposi-Bhubaneswar SF Express should be extended to Puri.
- (4) Badmapahar – Tata Passenger train should be extended to Rourkela as most of the people in my district work in Rourkela Steel Plant.

Also I would like to draw the attention for the Minister that basic amenities of the stations of my district are of very poor condition, they should be give due attention by the department.

*[Translation]*

SHRI TAMRADHWAJ SAHU (Durg): Mr. Chairperson, Sir, thank you so much for giving me an opportunity to speak. I have been elected to this House for the first time. This is my maiden speech in the House if the supplementary question is not counted.

I rise to speak on the Railway Budget. I would try to express my views in shortest possible time. This

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\* Speech was laid on the Table

Government has made tall claims that they would control the price rise in one day and the black money stashed in foreign countries will be back, they promised for "achchey din". Now the "achchey din" have started with the increase in fare. The UPA Government in the last ten years made every effort to enhance the passenger facilities while keeping the increase in fare and freight at the minimum. Approx. 700 new trains were introduced and goods transportation increased by 30% during the last ten years. The UPA Government gave a strong base to Railways. It is wrong to say that the Railway is not in a good condition. As this Government intends to increase the fare, that is why it is leveling such allegations.

Hon. Chairperson, Sir, a false propaganda was made during elections that Congress did nothing in 60 years of its regime except increasing 5000 km long railway line laid during British period to just 13000 kms.

Through you, I would like to state that most of the lines during British period were single and a large number of lines were metre-gauge. Now, two or three lines have been laid there. The total length of the railway track in India at present is 1,15,833 Kms. This has been done during the regime of Congress Government. Out of it, 52,101 Km is electrified now, whereas it was just 1000 Km in British period. Earlier there used to be 10-12 coaches in a train but now this number has increased to 24. The number of wagons in a rake has increased to 58 from 25-30 wagons. I have been elected from Chhattisgarh which comes under Bilaspur zone of South-Eastern Central Railway. It is the maximum revenue earning zone. Despite having only 2% of the total railway track in the country, 15% of the total revenue in railways is earned through Bilaspur zone of Chhattisgarh. However, no allocation has been made for Chhattisgarh even in this year's budget.

Out of the 58 trains, not even a single train has been announced for Chhattisgarh. Only one train will pass through Chhattisgarh, which perhaps has been done by the Minister of Railways to link the Prime Minister's State. The hon. Minister of Railways said political discrimination will not be made, but the fact is that out of 58 trains 12 have been given to Uttar Pradesh.

Hon'ble Chairperson, Sir, bullet train and high speed rail corridor has been mentioned here. He has presented a scheme for Mumbai-Ahmadabad but not for other nine

corridors. What is the immediate action-plan for them? When these corridors would be developed into high speed corridors and when will the bullet train run on them? So far as Mumbai-Ahmadabad bullet train is concerned, an allocation of Rs. 60 thousand crore has been made in the budget for 492 Kms i.e. Rs. 120 crore would be spent on laying just one Km. whereas it costs Rs. 10 crore per Km for laying a normal railway line. It means they are just misleading the people in the name of bullet train. When will the bullet train start, it is not included under the scheme of nine corridors? After going through the railway budget in detail, I found that a negligible amount has been allocated to my parliamentary constituency Chhattisgarh, Bilaspur zone even for the most important works...*(Interruptions)*

Hon. Chairperson, Sir, I will conclude in two minutes. Now, I would like to mention about the demands of my area. A sum of Rs. 21 crores which includes capital and other finances has been allocated for Bhilai Steel Plant and Ballirajhara-Jagdarpur railway line for the development of Baster, though Rs. 772 crores are required for the pending works.

Other approved projects: An amount of Rs. 10 lakh has been sanctioned for Barwari-Chirmiri line as against the required amount of Rs. 1130 crores. Similarly, Rs. 10 lakhs have been sanctioned for Raipur-Jharsuguda as against the required amount of Rs. 260 crores. Rs. 828 crores are required for Gewara-Pendra though only rupees one lakh has been sanctioned for it.

Not only this, no amount has been sanctioned for 28 Km long third line Durg-Rajnandgaon on which the work has already been started. An expenditure of Rs. 54 crore is likely to be incurred on it.

An amount of Rs. 21 crore is required to convert 140 unmanned level crossings into manned level crossings in Bilaspur zone but only 2.50 crores have been sanctioned.

Only 50 lakh rupees have been sanctioned for Durg-Dallirajdhara railway overbridge/underbridge project though it requires 14 crores.

Rs. 10 crores are required for Nehru Nagar underbridge between Durg and Bhilai but only 10 lakhs have been sanctioned.

Similarly, the allocation made for Bhilai-Supela and Bhilai-Sirsa underbridges is also inadequate.

There is an urgent need to construct an overbridge at Bhilai-Dalli Rajhara railway line at sub-station Maroda. Kindly sanction it...*(Interruptions)*

No allocation has been made for extension of Bhilai Marshalling Yard (B.M.Y.), Durg coaching depot and Bhilai loco shed which has been already approved.

Now, I would like to mention about the demands for new trains...*(Interruptions)*

*[English]*

HON. CHAIRPERSON: Please give it to the Railway Minister.

*[Translation]*

SHRI TAMRADHWAJ SAHU: Hon. Chairperson, Sir, people from all parts of the country live in Bhilai. Therefore, I demand six new trains:

Durg-Indore Express *via* Bilaspur-Katni-Guna.

Durg-Bokaro Steel city Express *via* Raurkela-Ranchi

Bilaspur-Trivendrum Express *via* Durg-Nagpur-Kalyan-Madgaon

Korba-Nagpur Shatabdi Express, Guwahati Express ...*(Interruptions)*... Now, I am going to finish ...*(Interruptions)*

*[English]*

HON. CHAIRPERSON: Remaining part you may give it, in writing, to the hon. Minister.

*[Translation]*

SHRI TAMRADHWAJ SAHU: All right, Sir. Thank you very much.

*[English]*

SHRI T.G. VENKATESH BABU (Chennai North): Vanakam and namaste to the hon. Chairman, Sir, and the esteemed Members of this august House. This is my maiden speech, as a Member of Parliament from the Chennai North Constituency, Tamil Nadu.

At the outset, I hail the name of my hon. leader, hon. Chief Minister of Tamil Nadu, Puratchi Thalaivi Amma. I thank her whole-heartedly for reposing her faith in me to fulfill the party's and her progressive policies,

and represent the interests of Chennai North Constituency on her behalf.

I also take this opportunity to express my sincere gratitude to the great people of my Constituency, Chennai North for reposing their faith in the leadership and governance of our beloved leader Puratchi Thalaivi Amma.

We sought the mandate of the people for the triple doctrines of peace, progress and prosperity, which are close to the heart of our beloved leader. Today, we are proud to say that we are the third largest party in this august House.

Hon. Chairman, Sir, the Railway Budget introduced by the Railway Minister is bold and honest. It accepts the shortfalls and does not contemplate too many populous measures. It does not go for new projects but commits itself to focus on completing the 457 pending projects. There is 25 per cent more budgetary increase on passenger amenities and 40 per cent more on cleanliness. In the cleanliness department, I would like to remind this House of Gandhiji's words, who while traveling in a third class Indian Railways compartment, said: "It is pestilentially dirty." But here, the credit has to be given to the hon. Railway Minister for allocating 40 per cent more budgetary resources on cleanliness. It is also laudable that there is 12 per cent more for safety.

Sir, it is a known fact that the railway is the lifeline of our country. In the budget outlay of 2014-15, there is a total outlay of Rs. 65,455 crore. But only a meager Rs. 700 crore has been allotted to the Southern Railways. So, to the Southern Railway of which Tamil Nadu is also a part of, the allotted amount will be still lesser. The much awaited doubling of Egmore to Kanyakumari is still pending. The first phase Egmore to Madurai and the second phase Madurai to Kanyakumari are the long pending projects. The funds allocated for these projects are very less compared to the funds allotted to other States. If we compare the funds to the North-East States, they have been allotted Rs. 5,116 crore.

Apart from this, for the last 30 years, so many projects in Tamil Nadu are pending. There is a huge backlog. The corridor of Egmore to Kanyakumari has the highest passenger patronage. If the doubling process is over in due time, heavy revenue will be generated, which can be utilized for better projects.

Sir, regarding passenger fares and freight rates, the passengers fares have been increased by 14.2 per cent whereas the freight rates have been increased by 6.5 per cent. Though the proposal was long due, one time steep hike puts a lot of hardships to the common man. When the prices of commodities like fruits, vegetables, which the common man uses, escalate, it has a cascading effect on the economy also.

Further, Sir, the ratio of passenger fares versus freight rates, which was 2:13 has gone now to 3:68. The operating ratio, which is a measure of Railways efficiency is hovering around 90 per cent for the past two decades. Last year, it had recorded 88.8 per cent, which was slightly better. The operating ratio is the ratio between revenue and expenditure. Lower the ratio better is the health of the Railways. So, improving this ratio should be the aim of the Budget.

I sincerely hope that while considering the plight of the poor people at least in future the hon. Minister will not follow the previous Government's policy of bi-annual fuel price linked fare increases.

Regarding Chennai suburban train services, they do not give adequate attention since long. The suburban service, particularly between Chennai Central and Gumudipoondi, is always crowded. There is a long pending demand to ply more services in this section. However, no concrete steps have been taken so far. It is not out of place to mention here that in this Union Budget the hon. Finance Minister has announced that Ponneri would be developed as a smart city. Ponneri is very near to Gumudipoondi where EMU services terminate. Upgradation and development of infrastructural facilities at Ponneri is going to take place in the near future. With the result, traffic in this section will improve greatly. Therefore, the Railways should consider at least five minutes frequency of EMU services in this section.

Punctuality in this section is only 55 per cent. It should also be given a serious thought. Besides, slow pace of construction of rail overbridges and rail underbridges are the major impediments for delay in trains. The ongoing work of rail over bridges and rail under bridges over level crossings 1, 2, 3 and 4, which form part of North Chennai, is to be expedited as they are busy gates and they have heavy traffic congestion.

Safety in railways is the biggest casualty. Safety is linked with modernization. Nearly one lakh crore of rupees is estimated for upgradation and modernization of railways, which will ensure safety. For want of a horse-shoe, the battle was lost; for want of funds, the railways' safety is being lost.

Over the years, railway accidents are rising and the victims are also not compensated adequately. In this regard, the recommendations made by Anil Kakodkar and Sam Pitroda Committees should not be overlooked and their salient features should be implemented in letter and spirit. Therefore, elimination of 5,400 level crossings should be given a serious thought.

Lending railway works to contract does not augur well for the safety. Contractualization of welding work led to lots of welding failures causing derailment of trains as no accountability is there. The much trumpeted anti-collision devices are yet to take off. Even after 10 years, barring North Frontier Railway and Konkan Railway Corporation, these devices are not put in place. Sir, 90 per cent of punctuality in Railways is always dubious.

The passenger amenities have a long way to go. Despite pious declaration in this regard, there is a lot to be improved.

The proposal to induct 4,000 woman constables in Railway Protection Force is a welcome step and is in the right direction. This is based on the principle that women can look after the women passengers in a better manner. So, based on this principle our hon. Amma has set up the Women Commando Force and All Women Police Station and she has been the role model for all these activities. So, we welcome this announcement of taking 4,000 women RPF personnel.

Regarding the long pending demands from Tamil Nadu, they need immediate attention. I would like to list the following long pending demands:-

- (1) Developing a new coaching terminal at Ennore or at Athipattu in North Chennai. It is for the growing mega city and for serving trains towards New Delhi, Kolkata, Guwahati for which platforms are not presently available at Chennai Central and Egmore stations.

- (2) Development of Royapuram as a New Modern Third Rail Terminus as Chennai Central and Egmore stations are saturated;
- (3) Introducing direct Express Trains from Ennore to Tirunelveli and Rameswaram *via* Royapuram and Chengalpattu.
- (4) Improving suburban stations in Chennai – Gudur section to higher standards like Mumbai and to open more ticket counters at all suburban stations as the counters are often crowded;
- (5) Upgradation of facilities at the Perambur Railway Hospital, Chennai and all medical care to the patients;
- (6) Modernisation and augmentation of the production capacity of Integrated Coach Factory, Chennai;
- (7) Sanctioning and expediting the doubling of Madurai-Kanyakumari Section so as to introduce 24 more Express trains for which huge demand is pending since long;
- (8) Grant of additional funds for the doubling and gauge conversion projects like Tiruvarur-Karaikudi, Madurai-Bodinayakanur, to introduce the earlier blocked trains;
- (9) To provide proper train related information systems for passengers including suburban, that is, TV/ LED displays inside and outside stations;
- (10) Provision of quality food, drinking water, hygiene and security at all stations and lifts, ramps and escalators at major stations. Particularly, toilets are to be provided at all suburban stations because EMU trains do not have the facility of toilets.

Sir, there are multiple and diverse issues, which are facing the nation and which need to be addressed on war-footing. We believe that a strong State and a strong Centre can co-exist in the highest democratic traditions and strive towards the growth of the nation hand in hand. The newly elected Government at the Centre has a great responsibility on its shoulder and we hope it would live upto to the expectations of the people of the country and we ourselves assure our constructive assistance and cooperation in all its progressive initiatives.

With your kind permission, I would like to add a few more words. The launching of Diamond Quadrilateral for high speed trains is a good step in the right direction aimed at speeding up of trains to improving the freight traffic, 95 per cent of which happen in this area. But an amount of Rs. 9 lakh crore estimated for this mammoth project is expected to be completed only through FDI and PPP modes.

Sir, as the Railways is a public utility concern with many social obligations and since the gestation period is very long, foreign investors hesitate to invest in it. Private players will come into portfolio investments and speculative markets only where quick profits are guaranteed. They do not want to wait for 15 long years to make profit and will desist from investing in railway projects.

There are ample evidences to prove this. The 'Own Your Wagon Scheme', which was announced earlier with much fanfare, did not take off. When global tenders were floated to build modern LHB coaches, no private investor came forward. Similarly, no private firms came forward for constructing the dedicated freight corridor scheme under the PPP mode. Hence, the Railways was forced to carry out this project on its own. Out of the seven sections, which were planned earlier, work is going on only in two sections. As per the 11th Plan Period, out of the target of 36 per cent for private investment, only four per cent came through. In the 12 Plan Period, out of an estimated amount of Rs. 1 lakh crore, only 0.62 per cent of the FDI have come through. Hundred per cent FDI planned by the previous Government in high speed and suburban corridors, high speed tracks and dedicated freight lines did not materialize. With these experiences in hand, dependence on FDI and PPP has to be given a serious thought.

In all the countries of the world, Railways is prioritized as the public transport and is heavily funded. China is allocating Rs. 1,80,000 crore every year to railway planning. But our Railways has too meagre budgetary support which is just enough to meet out the loss incurred on passenger traffic.

I conclude my speech with my humble salutations to our hon. Chief Minister of Tamil Nadu, Puratchi Thalaivi, Amma and reiterate our party's promise to work towards peace, progress and prosperity.

Jai Hind! With these words, I conclude my speech on the Railway Budget.

[*Translation*]

\*KUNWAR SARVESH KUMAR (Moradabad): I would like to heartily congratulate the Hon. Railway Minister for presenting the first popular Railway Budget for the year 2014-15 of our Government. Indian Railways is on the path of providing world class service under the efficient guidance of Hon. Prime Minister Shri Narendra Modiji. The approach of the Government in the Budget has focused on common man. Welcoming the Railway Budget 2014-15, I support this people-oriented Budget. This Budget is practical and worth implementing. It is in keeping with the expectations of the people. Proper provisions have also been made in the Budget for realizing the target. This Railway Budget will prove a milestone for all round development of the country. The Hon. Minister has done the work of making comfortable train journey accessible to all the categories of the people. This is a progressive Budget. I believe that Indian railways will be reckoned among the best railway services of the world very soon.

Hon. Railway Minister has announced proposals in the Railway Budget 2014-15 for Uttar Pradesh to run a bullet train from Delhi to Agra, and Delhi to Kanpur, gauge conversion of Pilibhit-Shahjahanpur track, new Jansadharan trains up to Mumbai-Gorakhpur, expansion of Chhapra-Lucknow express *via* Balia, Gazipur, Varanasi, New Delhi-Varanasi Express and Ramnagar-Agra Express. I extend my gratitude to the hon. Railway Minister for these announcements and also thank him for the same.

Several steps have been taken in the Budget for providing modern and upgraded facilities to each category of passengers and proposals have been made for making a provision of escalator and lift at the stations and starting a battery operated car service. Scope of online booking has increased, proposal for ready-to-eat food service of famous brands and setting up a food court has been made, cleanliness has been provided and onboard housekeeping services have been provided in 400 trains. Process of setting up a R.O. unit for drinking

water has been started, top most importance has been given to the safety and security of passengers, proposal has been given for improving the railway reservation system, overall development of station, movement of agricultural products, promoting the movement of fruits and vegetables by train in participation with Central Railside Warehousing Corporation. This will help the producers of vegetables and fruits to get better remunerative prices of their products. Provisions have been made in the Railway Budget for bringing transparency in railway working system, urban transport, freight traffic trade and online coach registration.

I would like to request the Union Government to include the long pending demand/suggestion of railway service expansion of the people of Uttar Pradesh and other proposals in the railway budget 2014-15, which are as follows:

1. A survey was conducted by the Union Government in the past to link Moradabad-kashipur railway line with Afzalgarh-Kalagarh from Thakurdwara. I would like to request the Government to make a provision in this Budget to start the construction work of a new railway line from Thakurdwara to Afzalgarh-Kalagarh by getting a survey conducted in this regard.
2. There is a need for construction of an overbridge in Govindnagar of my parliamentary constituency, Moradabad in view of ridding the city of daily jam and danger to the lives and property so that the people and the property can be protected.
3. Ramnagar-Haridwar Sampark Kranti link express train needs to be given at least 5 minutes halt at Roshanpur railway station on urgent basis which will provide benefit to thousands of rural people.
4. In my parliamentary constituency in Badhapur, Kauria railway crossing No. 16-C between Nazibabad to Kotdwar is closed down at 8 o'clock at night due to which the people living in that area face a lot of problems. I would like to request the Government to open the said railway crossing at night also for the convenience of the people.

I would request to include my proposals related to expansion of railway service in the state in the Railway

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\* Speech was laid on the Table

Budget of the year 2014-15 in view of the interest of the people of Uttar Pradesh. I support the Railway Budget.

\*SHRI RAVINDRA KUSHWAHA (Salempur): It is a matter of pride that Indian railways has shown its excellence in the whole world. Railway system is being strengthened on constant basis by touching new heights. Hon. Railway Minister has presented the Railway Budget on 8th June in which some important projects of Uttar Pradesh have been left out. Uttar Pradesh, particularly Eastern Uttar Pradesh is a backward area where infrastructure development is required on urgent basis. Development, in reality, reaches rural areas through railway routes and road routes. I evidently believe that these means of transport work like the arteries of the body, so Eastern Uttar Pradesh should not be deprived of development.

One most important railway project of Eastern Uttar Pradesh is construction of a new railway line from Barhaj Bazaar to Faizabad *via* Dohrighat and the survey work in this regard has been completed in the year 2005 and its minimum cost is 781 crores 78 lakh rupees only, but its financial sanction has not been received so far which is very unfortunate. The construction of this important railway project of Eastern Uttar Pradesh, which is merely 194 kilometer long railway line, will connect Assam, West Bengal, Bihar and Delhi and its construction will reduce the visit to Delhi to minimum and also reduce the pressure on other railway routes to a great extent.

It is requested to extend the route of Shivganfa 12559/12560 Express going from Varanasi to Delhi to Bhatni Junction *via* Mau. Bhatni-Varanasi-Allahabad section requires doubling of track as well as electrification on urgent basis which will prove most beneficial for Poorvanchal in terms of railway development. One superfast overnight train should be introduced each for Bhatni-New Delhi *via* Mau-Varanasi. The movement of these trains should be planned in a manner that these start from originating station at 5 o'clock in the evening and reach the destination by 9 o'clock in the morning. These trains should have 24 coaches in which one coach of AC First Class, two coaches of AC second Class and three coaches of AC third class should be necessarily attached.

\*SHRI AJAY NISHAD (Muzaffarpur): I support the railway budget presented by Hon'ble Minister of Railways. I would like to bring certain important points to the cognizance of Hon'ble Minister of Railways and would like to urge that following points should be included in this year's budget and all these works should be completed:

1. Train No. 11033/110034 Darbhange-Pune Express should be extended upto Mumbai and it should be operated three days a week.
2. Chapra-Chennai train should be extended upto Muzaffarpur.
3. Train No. 15108 should be extended upto Muzaffarpur.
4. Frequency of Train No. 15227/15228 should be increased and it should be operated three days a week.
5. Muzaffarpur-Anand Vihar Garib Rath should be operated three days a week.
6. Direct Drutgami train service from Muzaffarpur to Mumbai should be introduced.
7. Shatabdi and Jan Shatabdi train from Muzaffarpur to Howrah should be introduced.
8. Train No. 18864/18865 Marudhar Express should be extended upto Muzaffarpur.
9. Doubling work of Muzaffarpur-Hazipur rail stretch should be carried out at the earliest.
10. A washing pit should be constructed at Narayanpur station near Muzaffarpur.
11. Delhi-Guwahati Rajdhani train should be run *via* Lucknow, Gorakhpur, Muzaffarpur and it should be operated three days a week. It would be convenient and economical for movement of Members of Parliament elected from Muzaffarpur, Betia, East Champaran, Sheohar, Sitamarhi, Darbhanga, Madhubani, Jhanjharpur, Samastipur, Viashali, etc. constituency with the introduction of said Rajdhani Train. At present, this train operates once a week and the route of this train is quite long and circuitous.

12. Pahleja-Patna rail bridge work should be expedited.
13. Duronto Express should be introduced between Muzaffarpur-New Delhi.

\*SHRI SWAMI SAKSHIJI MAHARAJ (Unnao): I wholeheartedly support the Railway Budget 2014-2015 presented by Hon'ble Minister of Railways, Shri D.V. Sadanand Gowda, the ablest of companions of 'Yug Purush' hon'ble Shri Narendra Damodardas Modi. I hail from Unnao located along sacred holy Bhagirathi river which is the birth place and land of enterprise of Shri Chandrashekhar Azad, Raja Rao Ram Bux Singh, Thakur Jas Singh, Shri Gulab Singh Lodhi, Raja Shatan Pasi who sacrificed their lives in the freedom movement, as well of renowned poets and litterateurs such as Pandit Suryakant Tripathi alias Nirala, Maharishi Valmiki, Shri Pratap Narayan Mishra, Snehi Hasrat Mohani, Shri Shiv Mangal Singh Suman, Vishambar Dayal Tripathi, Shri Bhagwati Charan Verma etc.

Unnao, the region of such high flowing national spirit, is totally neglected in terms of rail services. I have written a dozen letters in this regard and made a demand for Unnao region and I have received consent letter for most of demands. I once again put my request in this regard:

1. Stoppage of Lucknow Shatabdi train should be provided at Unnao since stoppage of said train was provided for some time.
2. Kanpur Shatabdi should be operated from Lucknow and stoppage of the train should be provided at Unnao.
3. An additional Railway Ticket Counter should be opened on left side of Unnao Railway Station.
4. Construction of foot over bridge on Kachahari crossing at Unnao railway station should be carried out immediately.
5. Stoppage of Train No. 12565 Bihar Sampark Kranti (Up/Down) should be provided at Unnao station.

6. A.C. First Class coaches should be attached to Farakka 13414 Train (Up/Down)
7. Stoppage of Train No. 12139, 12140 (Up/Down) via Farrukhabad should be provided at Unnao station.
8. Stoppage of Train No. 15107, 15108 (Up/Down) Mathura-Chhapra Express should be provided at Unnao Station.
9. There is only one train which operates between Unnao-Raebareli. Hence the number of coaches in the said train should be increased. Besides, the train remains stationed at Achalganj station for three hours. Hence, this station should be expanded so as to provide a pass to trains in a short time.

Unnao Lok Sabha Constituency is the largest constituency in Asia. The constituency has more than 22 lakh voters and there are fifty Mandals, but the region located between Kanpur and Lucknow has always been neglected. With the development of Unnao station, load from Kanpur and Lucknow could be reduced as certain trains can be operated from Unnao Station.

\*SHRI RAMDAS C. TADAS (Wardha): I would like to request hon. Minister of Railways that my parliamentary constituency Wardha is in Vidarbha region in Maharashtra which is very backward area in all aspects. So, please provide funds in this budget for the basic problems related to the railways in my parliamentary constituency so as to facilitate all-round development of the said area.

1. There is need for providing funds in this budget for making Wardha railway station a world class railway station.
2. There is need for providing funds in this budget for gauge conversion of the old Arbi-Pulgain narrow gauge rail line.
3. There is need for providing funds in this budget for gauge conversion of the Pulgaon-Amla narrow gauge rail line.



4. With a view to improve passenger amenities at Dhamangaon railway station, there is need to provide drinking water, canteen, foot over bridge, toilet and increase the number of counters for computerized rail reservation.
5. There is need for beautification of Sindi railway station and provision of public amenities, parking and canteen as well.
6. There is need to provide passenger shades and toilets and for expansion of the platform at Dhamangaon and Hinganghat railway station.
7. Rail reservation counter is required to be set up at Chandur railway station.
8. There is no need to provide stoppage of Train No. 12656 Chennai-Ahmedabad Navjeevan Express at Pulgaon railway station.
9. There is no need to provide stoppage of Train No. 12160 and 12159 Jabalpur-Amravati Express at Sindi and Chandur railway stations.
10. There is need to provide stoppage of Train No. 11040 Up/Down Gondia-Kolhapur Maharashtra Express at Sindi railway station.
11. There is need to provide stoppage of Train No. 12119/12120 Nagpur-Amravati Intercity Express at Sindi railway station.
12. There is need to provide stoppage of Train No. 8401/8402 Kolhapur Express at Chandur railway station.
13. There is need to provide stoppage of Train No. 12135/12136 Nagpur-Pune Express at Hinganghat railway station.
14. There is need to provide stoppage of Train No. 16125/16126 Chennai-Jodhpur Express at Hinganghat railway station.
15. There is need to provide stoppage of Train No. 12967 Chennai-Jaipur Express at Hinganghat railway station.
16. There is need to provide stoppage of Train No. 12791/12792 Patna-Secunderabad Express at Hinganghat railway station.

17. There is need to provide stoppage of Train No. 12906/12907 Howrah-Portbandar Express at Wardha railway station.

I am bringing the above problems to your notice and request you to issue directions for proper action in this regard.

[English]

\*SHRI TARIQ ANWAR (Katihar): I would like to mention that the people of the country had lots of expectation from this budget but it seems that in this budget emphasis has only been given to selective states and cities (Bangalore and Ahmadabad), ignoring other areas of the country.

I oppose the recent hike of 14.2 percent in railway passenger fare and 6.5 in freight charges as it is anti-common man. The inflation of food and other essential items is already hitting hard on common man.

I would like to mention that this budget is not based on the principle of equilibrium. The Katihar Parliamentary Constituency, which I represent, is in the State of Bihar, which is a backward state. Railway is lifeline of the people of this State. But unfortunately nothing substantive has been mentioned for the state of Bihar.

Being the custodian of wider interests of the people of my Constituency, Katihar following are the issues pertaining to Railways which I would like to bring to the notice of the Hon. Railway Minister.

1. Extension of Railway track from Balwaghatti (Tejnarayanpur) to Bhaluka Road Railway Station. The survey for this has already been done.
2. Construction of Railway Bridge on Ganga River between Manihari (Bihar) to Sahebgunj (Jharkhand).
3. Commencement of new train service between Katihar to Ranchi.
4. Commencement of new train service between Katihar to Jainagar via Darbhanga.
5. Commencement of new train service between Katihar to Amritsar via Delhi.

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\* Speech was laid on the Table

6. Commencement of new train service between Katihar to Mumbai.
7. Completion of work related to passengers facility at Katihar Junction at Platform No. 3 which is pending since long.
8. Extension of Barauni –Lucknow train no. 15203 till Katihar.
9. Commencement of a new Express train service from Jogwani to Allahabad *via* Kathiar, Chapra, Balia, Varanasi. This train will facilitate people of Nepal to visit places like Kashi and Prayag.
10. Permission to Train No. 15228 from Muzzaffarpur– Jaswantpur to operate daily.
11. Commencement of new Express train service from Katihar to South India.
12. Katihar to Howrah – Express train should be made daily with extra A/C coach.
13. Amrapali Express train with 24 coaches.
14. Jogbani to Kolkata Chitpur Express train to operate daily with extra a/c 3 tire coach.
15. Extension of Surat – Maldah train till Kathihar.

I sincerely hope that the Hon'ble Railway Minister would ensure that the demands of the people of Katihar are considered favourably.

SHRI MEKAPATI RAJA MOHAN REDDY (Nellore):  
Sir, thank you very much for giving me an opportunity to express my views on the maiden speech of the new Railway Minister, Shri D.V. Sadananda Gowda. I compliment him for some of the good proposals put forth by him, but still much has to be done with regard to safety and security of the passengers and amenities at the railway stations as well as in the trains, and expansion of new railway lines and starting of new trains also.

Sir, as the Union Minister for Railways, he has to look after the interests of the entire country where there are so many inequalities in many parts of the country. For example, rail density is varying from 2 to 3 per cent, to 44 per cent. The rail density in undivided Andhra Pradesh is 19.14 per 1,000 square kilometers whereas it is 44.36 in West Bengal, 42.37 in Punjab, 38.36 in Bihar, 36.37 in

Uttar Pradesh, 34.84 in Haryana and 31.23 in Tamil Nadu. In his own State, Karnataka, it is only 16.04. So, the hon. Minister has to remove all these inequalities.

In the past, the Railways had constituted some committees regarding the safety aspects. There were three committees – H.R. Khanna Committee, Sam Pitroda Committee and Dr. Kakodkar Committee. All these committees have submitted their reports, but they are still pending with the Railway Ministry.

Now, in Andhra Pradesh and Telangana, there are 29 projects pending, as said by the hon. Minister, at an estimated cost of Rs. 20,680 crore. I request the hon. Minister to implement those projects at the earliest. In this connection, I would like to request implementation of one important project between Nadikudi and Srikalahasti, which is going to be an alternative all-weather route, and the shortest route, between Hyderabad and Chennai. The rate of return from this project would be 21 per cent. There are a number of projects where the rate of return was four or five per cent and which have also been taken up by the Railways. This project has been pending for decades. Actually, I have been demanding this from 9th Lok Sabha itself. I was a Member in the 9th Lok Sabha also. Actually, this is the most important project. It would also be an all-weather route. In the case of a cyclone, many times train services get disturbed between Vijaywada and Chennai also. So, this line would provide an all-weather alternative route. Not only that, it also passes through Nagarjuna Sagar ayacut area and many backward areas of those four districts. That is why, it is a very important project. It had been sanctioned in the Railway Budget of 2010-11, but its implementation is not moving ahead at all. I request the hon. Minister to give importance to this project.

Sir, there is 1,600 acres of land available near Bitragunta where locomotive sheds were there previously. It is a very good land with all the infrastructure, water and electricity. The Railways can think of starting a good railway project there. The Railways are hardly finding land in many areas to start new railway projects, but here 1,600 acres of very good land is available. So, I urge upon the Railway Minister to think of starting a good project there.

There is a demand in my constituency to start a new train between Gudur and Shirdi *via* Vijaywada and

Secundarabad. There is also a demand to start a new train between Vijayawada and Bengaluru *via* Nellore and Renugunta.

Sir, Nellore is a corporation having a population of five to six lakhs. It is also a district headquarters. There is also a demand to stop at Nellore railway station Coromandal Express, Tamil Nadu Express and Nizamuddin Garib Rath. Then, there is another important station, Kavali, in my constituency. There is a demand of providing a halt at Kavali for Yasvantpur-Howrah Express, Sabari Express and Seshadri Express.

Sir, the railway is the cheapest mode of transport for passengers as well as freight transportation. The Railways have to find a way to implement all the pending projects and to take up new projects also.

As everybody knows, it was during Shri Vajpayee's time that the National Highway Projects were taken up in a grand way. Now, it is going on very successfully, and this year also they have allocated Rs. 38,000 crore for the National Highway Projects. But they also have to find suitable means to implement these Railway projects in a big way because this is the cheapest mode of transport for the poor people. So, I would request the Government of India to find some ways and means to implement all these projects; to remove all these variations / inequalities in the country; and to implement these projects at the earliest to avoid cost escalation.

With these few words, I support this Budget. Thank you very much.

\*SHRI A. ANWHAR RAAJHAA (Ramanathapuram): Our dynamic revolutionary leader Amma has appreciated the Railway Minister for his mission with a vision. The Railways during the previous government has had a poor financial management. Still the present Minister has managed to take on the challenge. Our able leader, the Chief Minister of Tamil Nadu has noted this and has praised him in her comment on the Railway Budget. She knows well such challenges. She has taken over the reins of TN administration with an empty treasury. She has now made Tamil Nadu a surplus State. So, we all can take lessons from the success story of our leader,

the great achiever. With her best wishes and co-operation in TN project, the Railways can perform better.

Following the footsteps of our leader, I am also congratulating the hon'ble Railway Minister. As pointed out by our Chief Minister, this budget gives a thrust to the passenger amenities and safety. This of course received attention in a limited way from his predecessors. Now, improving and upgrading Railway stations is getting priority. Our leader, Amma has appreciated this.

While appreciating the long term perspective of this Budget, our Chief Minister has also cautioned that there should not be burden on common man. Our leader has welcomed Bullet trains and diamond quadrangle of high speed trains linking four metros. She has also desired that such technical marvels must reach Chennai too.

Our leader has welcomed the proposed improvement in the freight movement. She hopes uninterrupted coal supply to the thermal power stations of Tamil Nadu will be made sure then. She also expects freight movement of our Railways to be the largest in the world.

Our leader has been insisting on integrated mass rapid transit system for Chennai. Her long time demand appears to have been met in your budgetary promise that State Governments will be consulted and involved in rail projects.

At the same time ordinary passenger trains for common people must get a boost with increased frequency. Stoppages are required to be increased in the case of many Express Trains As such, the doubling of railway line projects to make available more lines for operations are long pending and they come in the way of improving operational efficiency.

The Railway Minister's efforts to attract Foreign Director Investment, Public-Private Partnerships and Commercialization of Railway Lands may help to meet the financial requirements of the Railways. A heavy investment is needed for the already announced dedicated freight corridors and the newly announced Diamond Quadrangle high speed trains linking the four metros and the much awaited Bullet Trains. In the meantime, the unfinished projects of the Railways require close to two trillion rupees. To compete with other

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\* Speech was laid on the Table

economies of the world, our freight trains must pick up speed.

To meet these demands and fund needs, engaging private players could be the key. May I expect from the Railway Minister to attend to the long pending projects also, when the Railways are able to mobilize funds.

In my constituency, the economic backwardness is more due to lack of transportation facilities. Railways have ignored the needs of Ramanathapuram and the surrounding areas for long. Many projects remain on paper still.

A survey for a new Karaikkudi-Kanyakumari line *via* R. S Mangalam, Ramanathapuram, Keelakkarai, Saayalkudi and Tuticorin was taken up and went on between 2008 and 2011. Unfortunately, that project has not taken shape yet. This pending project must be completed at the earliest. I urge upon the Honourable Railway Minister to look into this. I propose to take it up through the good offices of our leader, Amma.

A massive outer-port project in Tuticorin with a considerably big budgetary allocation is to be taken up soon. Ramanathapuram and adjoining areas could have served as a hinterland of port activities with a rail network in place. It was not there and we missed the bus once. It should not happen again.

Double-line rail routes and electrification of railway lines can be of great help to operate more number of trains. They would help save time, conserve energy and increase economic activity.

For instance, Rameswaram-Kanyakumari Express Train takes 4 hours and 10 minutes and even more. Doubling of lines can save considerable time in the travelling time of this train. A daily Express train between Rameswaram and Coimbatore is a long felt need and a demand. A direct link for Rameswaram with Mysore *via* Bengaluru may also be considered by the Railway Minister who hails from Karnataka.

The Railway Minister in his Budget speech proposed to operate special trains to Melmaruvathur and Velankanni. I request the Railway Minister to consider operating similar trains to Srirangam and Rameswaram, the traditional pilgrim centres of South India.

A modern well-equipped Yatri Niwas on the lines of one that was recently built in Srirangam by our visionary leader, Amma may be constructed by the Railways in Rameswaram, the pilgrim centre of the nation.

The Railways may do well to effect changes in the operational timings of the trains that connect Rameswaram and Ramanathapuram with rest of the country. This is a far cry and it may be addressed to.

With this, I support the Railway Budget.

*[Translation]*

SHRI HANSRAJ GANGARAM AHIR (Chandrapur):  
Mr. Chairman, Sir, I thank you for giving me an opportunity to speak on Railway Budget. I rise to support Prime Minister Modiji and his Government for giving hon'ble Minister of Railways an opportunity to present this Rail Budget. I thank hon'ble Minister of Railways for avoiding the criticism of presenting a regional Rail Budget. Because, for the last ten years, we have seen that all the Ministers of Railways, who presented the Rail Budget, worked only for their respective states. But, this Budget has been appreciated by Members of all the states from Kashmir to Kerala, as this Budget has done justice to all the states. I appreciate your efforts for introducing Indian Railway to the country.

I want to say that Railway has worked as an instrument of development. As human body contains blood vessels, similarly Railway is an instrument for strengthening economic and social fabric of our country. Your Rail Budget will strengthen the country. It is a new effort by hon'ble Minister of Railways. During the last ten years of previous Government 99 projects had been announced, but only one out of them was completed. I appreciate the scheme prepared by you to mobilize funds through PPP and FDI to complete the remaining projects. This will lead to the completion of pending projects and development of all regions of the country will be ensured.

You have taken a good decision. The previous Government had made a mistake by not increasing the fares, but you increased the fares and I welcome that. If the revenue does not flow, we would not be able to give impetus to development. Apart from this, you have talked about increasing the facilities, be it the introduction of bullet train or high speed trains, it is a good decision.

Further, you have talked about introducing passenger trains, and Premium trains are also being introduced.

Welcoming the Rail Budget presented by hon'ble Minister of Railways, I want to raise certain issues related to my Constituency. Chandrapur is a backward district of Maharashtra. Two districts namely Chandrapur and Yavatmal fall in my Parliamentary Constituency. Yavatmal is also a poor area. There is no rail connectivity in this area. Trains pass through only Vani Station. I request you to complete the projects sanctioned for this area. Chandrapur is the last district of Maharashtra. We had demanded trains up to Mumbai which has been provided by you. The train running from Kajipet to Mumbai will now run *via* Chandrapur Balharshah. I thank you for that. But, our demand for a train up to Pune has not been met. Pune is a big education hub of Maharashtra. There is no train from Chandrapur Balharshah to reach there. Our demand was that train running from Amravati to Pune be extended up to Balharshah. We are not asking for a new train.

The train no. 11405 and 11406 running between Amravati and Pune should be extended up to Balharshah. Along with this, the Bhagyanagar train also runs from Secunderabad to Balharshah. It should also be extended up to Majari station. The number of that train is 17233. Further, there is a Ramgiri train and I demand extension of this train from Balharshah to Chanda fort. It is required because Chandragiri is a city and a policy should be formulated that trains passing through all the cities of the country should be essentially given stoppage in corporation cities. At times, trains do not stop even in cities. Misfortunate of Chandrapur is that certain trains do not stop here. It is essential that all the trains should stop here. I was talking about Yavatmal district which has not train connectivity. There is a project which you must complete. No provision has been made in this Budget for that. Survey is completed for Nanded-Wardha line, but progress of the work is quite slow. This work is required to be completed. There train passes *via* Yavatmal and for Yavatmal, Murtijapur is a small line, it is a narrow gauge. Survey has also been completed to convert it to broad gauge, but you have not made any provision in the Budget for this.

Sir, you have announced in the Budget that a policy is formulated to close all the 'no-man gates'. You may

formulate such policies but it will cause difficulty for the people of the villages and the towns because they will have to travel a lot to cross the line. The proper way to do it is to construct an underpass and then close the gate. If this is not done, it may become a source of difficulty. In my constituency, when Vipalkhuti gate was closed, the farmers got agitated and it is a common phenomenon. I request you that if any decision is taken to close the gates, underpass must be constructed at those places.

The previous Government had taken interview for certain vacancies in the Central Railways. Interview was conducted in the year 2011 for Central Railway, Mumbai. After that, medical of more than 1000 candidates was conducted but they have not been appointed yet. All of them are still unemployed. They are demanding their appointment as their medical has already been conducted. They are not being offered appointment. I pray to you to offer them their appointments.

Mr. Chairman, Sir, survey of Varsha Gadchuli has been completed and Chief Secretary of Maharashtra has written a letter to you, but at this time, you did not provide any thing despite submitting utilization certificate of half of the amount. A very important survey was conducted from Balharshah to Surajgarh and which is a tribal area and also a naxal affected area. It is an area with huge iron-ore deposit, rich in minerals and time-stone deposit. Survey has been conducted there and I request you to announce certain provision in your speech this time.

*[English]*

\*SHRI JHINA HIKAKA (Koraput): Koraput Parliamentary Constituency is a tribal district and one of the most backward districts of the country. This constituency is also a part of KBK region because of the socio-economic condition of the people. Since long the tribal people of this region have been languishing with abject poverty as no comprehensive and formidable action was taken to bring the people of this area into the mainstream of the society. The lack in development of infrastructure viz. road, railways, educational institutions, industries etc. has aggravated the situation emanating from poverty. However, the Government of Odisha has adopted a special area development approach for this

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\* Speech was laid on the Table

region which has resulted in exposure of tribal students to various fields like education, sports, employment etc. Now, almost 8000 students of Koraput are studying in KISS.

The people of this region including the students have also started moving to various parts of the country and the rail has become the most suitable way of communication in this regard. But, there is only one train namely, Hirakhand Express, which is connected to Delhi from this region.

Therefore, with a view to focus attention for acceleration of all-round development of the region, it is necessary to introduce new trains like DMU from Koraput to Bhubaneswar and from Gopalpur to Rayagada *via* Gunpur and Theriwali as well as from Koraput to Delhi *via* Rayagada. Hence, I would like to have your goodself to solicit the kind action in the matter and facilitate the people of my area to taste the development in appropriate manner.

*[Translation]*

\*SHRIMATI SAKUNTALA LAGURI (Keonjhar): The Railway Budget presented by the Modi Government for this financial year is an effort to modernize it and give it a professional form by moving out from the inertia prevailing in the previous Railway Budgets. However, this Budget does not mention about the development of the railways in tribal areas of the country and railway facilities to be provided to the people of those areas. It is the responsibility of the Railways to make its development in the semi-developed, tribal and backward areas of the country so as to accelerate the development of the country.

This budget includes many such points which is not seen in the previous budgets due to which this budget emphasizes more on concrete and practical points. Various steps have been mentioned in this Budget for taking assistance from foreign countries and private sectors and making arrangement of other alternative means to complete the pending projects in the country through which the inconvenience and hardships in the railway journey can be removed.

People assumed it till date that travelling through the Railway transport system means facing filthy atmosphere and having unhealthy food. People used to fall ill and they used to approach MPs with their complaints in this regard. Food of good quality has been proposed to be provided in this budget through the Railway system. It has also been seen that the contractors who was given the catering contract, did the work arbitrarily and did not cooperate in any type of monitoring. The officers of the Department of Railways also did not take interest in the monitoring work. The Government has provided many facilities in this Railway Budget this time and promised to improve the rail services. This step will help in making the rail journey pleasant.

It has been mentioned to recruit 17 thousand men and 4 thousand women in Railway Protection Force. I would like to request in this regard that maximum number of the said personnel should be recruited from the tribal areas.

In this budget, many shortcomings of the Railways have been mentioned and a way out to remove these shortcomings has been described and if it is implemented, it will be helpful in changing the system of the Railways.

5 new Jansadharan Express trains with long distance journey have been started through which the poor and the middle class people will get convenience in long journey. 5 premium trains and 6 A.C. Express trains have been started in those cities where there was huge demand of trains and these are for important cities which will increase the revenue of the Railways. The Government has announced to start services of 27 new Express trains in those areas where there is much crowd in the trains which will provide convenience in travelling in those trains.

The Government has started 8 passenger trains, 2 MEMU trains and 5 DEMU trains in the areas where the means of road transport are less or busy. Due to this, the locals will get convenience in going to their offices. It will be also beneficial for the school going students and local traders to travel by means of train. Expansion of 11 trains has been done in this budget. It will remove the problems of travelers in reaching their destination and the Railways will also earn revenue through this.

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\* Speech was laid on the Table

This budget includes the announcement of conducting 18 new survey works for constructing new rail lines at new places. Through this, the people deprived of this facility will get the opportunity of getting rail services at new places. For this, the Railway Budget has the provision for the works like Railway survey for doubling of rail line, constructing third railway line, converting meter gauge lines into broad gauge lines, etc. This will provide an opportunity to modernize the rail services of the country. The Railways will get complete advancement in the coming 10 years. Advanced rail services can definitely make the journey of railway passengers convenient which is the main feature of this Railway Budget.

Projects of Rs. 1,57,883 crore have been announced in the country during the last 30 years, in which more than half of the projects have not been completed yet and many of them have been running for 20 years. This Government has resolve to complete these incomplete projects at the earliest. Along with it, the Government has promised to make them modern and rapid. If these promises are fulfilled, the development of the Railways will definitely accelerate and the railway passengers will get convenience.

Out of 1 rupee earned by the railway in the country, 94 paise is spent on the operation of railways including expenditure on employees of the railways. The remaining 6 paise is spent on constructing bridges on railway lines of the country. In this way, three or four paise remains for development and expansion of the Railways. This is affecting the development and expansion of the Railways. The Railway Minister is worthy of compliment for the deep study conducted by the Government in this regard.

Passengers used to face many difficulties in booking tickets and during journey in the trains for many years, but the present Railway Minister has made efforts for improvement in e-ticket system so as to reduce these difficulties. Through this, 7,200 tickets can be booked per minute and 1 lakh 20 thousand people can use this system at a time. The queue for booking the railway tickets will also reduce through this.

I belong to Keonjhar Parliamentary Constituency of Odisha and pacing the problems of people of that area. I request the Government to consider it.

The people of that area have been demanding for a long time to run a Rajdhani Express train from Delhi to Bhubneshwar *via* Keonjhar. Many officers associated with mineral industry go to this area. If construction and survey of new rail lines between Bangriposi and Barbil, Banspani to Vimalgarh and Badampahar to Keonjhar of my Parliamentary Constituency is done, the backwardness of this area can be removed. This area is a tribal area and improving the social and financial condition of the people of that area will be in the interest of the country.

There is abundance of minerals in my parliamentary constituency and the minerals are mined and sent to other places by the Railways. Many passenger rail services can be started on the railway lines through which these freight trains move. The Government should consider it. Along with it, I would like to request regarding railway journey in my parliamentary constituency. Computerized reservation centres should be set up in important cities of Keonjhar because due to poverty and illiteracy, the people of my parliamentary constituency are unable to book railway reservation tickets through e-mail and modern technology.

*[English]*

\*SHRIMATI RITA TARAI (Jajpur): I would like to invite the kind attention of the Hon'ble Minister to the fact that the priority agenda of the Government of India is to bridge the gap between "India" and "Bharat", which stresses upon rural infrastructural development and bridging the gap between villages and cities. The Indian Railways, therefore, accords priority to improving and promoting strategy that can enhance the access of countryside to urban areas facilitating business, commerce and marketing thereby an all out development.

I would like to draw the attention of the Government towards the development of railways in my region/constituency *i.e.* District Jajpur, Odisha which has been neglected by subsequent governments after Independence of India. The railway line in my area was laid down during the British Raj and sadly each and every government formed at the Centre has turned a blind eye to the genuine demands of the region. The stations of the

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\* Speech was laid on the Table

area have almost remained at the same level where it was when India attained Independence in 1947 while the rest of the country has seen tremendous infrastructural development in the railways.

In this connection, the Haridaspur Railway station, an old Railway station established during the British days, can perform a vital role to serve the goal set by the Nation besides contributing to revenue of Indian Railways. Haridaspur railway station is situated mid way between cuttack and J.K. Road approximately 45 kms distance from each. It is 4 kms from Chandikhol, 14 kms from the Buddhist archaeological and tourist site of Langudi. It is located at the crossing- point of Daitari-Chandikhole (NH-200) and Chandikhole-Paradeep (NH 5A) and Chennai-Kolkata (NH 5).

For kind information of the Hon'ble Minister, I would say the ongoing railway line from Haridaspur to Paradeep port will be a significant advancement in the coming couple of years, so it needs improvement of carrying capacity of the station. Besides, the railway station is situated in an ideal location which can be used by tourists to visit the Buddhist Heritage triangle that includes Lalitgiri, Udayagiri, Ratnagiri. It has tremendous potential to be developed as a connecting point for the international tourists who currently have no option but to use Bhubaneswar/Cuttack as the connecting station. The upgradation will bring convenience to international tourists, help develop the local economy and promote tourism.

Besides this, the railway station in the Jajpur District *i.e.* Jenapur, Baitarani Road, Korai, Jakhapura and J.J.K.R. Road need urgent attention and due care for their development.

The J.J.K.R. Road station which is a gateway to Kalinga Nagar, the largest steel hub of the world is falling short of infrastructural facility. Being one of the most important stations of the Jajpur District and 3-4 surrounding districts some more trains like Bhubaneswar Rajdhani Express 22824 *via* Tata, should halt in the station. So, due attention should be paid for this and upgradation of this station in particular.

Further, there is no railway connectivity to Jajpur Town, the district headquarters of Jajpur which was the historical capital of Odisha and its world famous shrine

*i.e.* Biraja Temple. So, it is of utmost importance that preliminary survey/work in this regard may be initiated to connect Jajpur town with national mainstream.

It is pertinent to note that the Jajpur district provides huge revenue to the railways from the freight of the mineral ores and finished steel products from its steel plants but tragically Jajpur district has not been given its rightful dues by the Railways and continues to be neglected over the years since Independence. Over and above, the convenience of the passengers, the improvement of the infrastructure will boost rural business and commerce that is inter-woven with the number of tourists and passengers. Needless to say, this will bring income to the Railways and, therefore, is not a charity but a profitable investment.

In this connection, I would request the Hon. Minister to take needful action for a technical study for extending rail connectivity to Jajpur Town and take appropriate steps for sanctioning funds to ensure improvement of the above mentioned railway stations in conformity with the set goals of Government of India.

\*SHRI NAGENDRA KUMAR PRADHAN (Sambalpur): I am proposing a package for Odisha for the consideration of the Government. The package includes proposals for enhanced provisions for the ongoing projects, sanctioning of new lines, surveys, introduction of new trains, extension and increase in frequency of existing mail/express trains, improved passenger amenities at stations and on board, etc.

While Odisha continues to be one of the largest contributors to the earnings of Indian Railways, the railway route length and rail density in Odisha is much below the national average. I would request you to kindly ensure allocation of a sizeable part of the revenues generated from Odisha within the State itself for expanding and augmenting rail density in Odisha. Allocation of a sizeable part of the revenues generated from Odisha within the completion of ongoing projects which are of critical importance for economic and industrial development of the state and the nation.

If you have a glance at the Railway map, I would tell you that a large part of Odisha have remained untouched

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\* Speech was laid on the Table



by the Railways. I urge Minister of Railways to support the vision of the State Government to connect these backward regions with the National Network.

Odisha is fast emerging as the mining and metal hub of the country with substantive addition of power generation capacity. The volume of investments in diverse sectors at different states is about Rs. 8,85,00 crores. A comprehensive plan also has been prepared by us for developing deep water sea ports along the Odisha Coast. It is expected that the growth in rail borne traffic will be in excess of 300 MMTPA in the next five years and pressure on existing logistic infrastructure shall be enormous. For this purpose, we are in the process of formulating a Railway Master Plan for Odisha.

In this context, I will request you to extend the eastern dedicated freight corridor from Dankuni to Brahmapur to ensure seamless movement of freight between the upcoming ports on the Odisha coast including the major port at Paradeep and the vast northern and Central hinterlands of India. In the 2010-11 budget of India Railways, it was announced that Preliminary Engineering cum Traffic Survey of proposed East-West and East-South freight corridors shall be taken up. Concomitantly, development of the last mile connectivity to the upcoming ports in a time bound manner, shall improve the maritime trade of the eastern coast.

As you would be aware that the State of Odisha accounts for almost 35% of the nation's iron reserves and 24% of coal reserves and rail happens to be the most economic and efficient mode of transportation. Our Government proposes two dedicated rail corridors in the Angul-Talcher belt and Basundhara area in Sundargarh-Jharsuguda linking the coal blocks and Nayagarh-Banspani linking the iron ore mines respectively. These corridors are planned to be developed in a participative funding mechanism where industries have evinced interest.

There is a large part of Odisha including seven backward districts remaining untouched by the railways. These are also the areas badly affected by left wing extremism. I believe that delivering rail services in the naxal affected regions would channelize development therein and bring the people living there closer to the

administration. Many of the present industrial clusters have also attained a stage of saturation in terms of availability of land, water and environmental concerns. Hence, it is imperative that new virgin areas are opened up for industrialization and development. In this context, the construction of Bhadrachalam Road-Talcher Rail Link *via* Malkangiri, Jeypore, Lanjigarh, Sambalpur-Brahmapur new Rail link *via* Phulbani and Rayagada-Gopalpur Rail link *via* Bhismagiri assumes importance. Surveys for these lines have been sanctioned and I would request you to execute these projects on priority basis. These projects should be treated as 'National Projects'.

For Khurda-Bolangir Rail Project, our State Government has committed to allocate land (including private land) in the Daspalla-Bolangir stretch (112-289 km) free of cost and share 50% of construction cost for this segment. We request you to take up this project on top priority. Besides, the work on the already sanctioned line from Talcher-Binlagarh needs to be accelerated and completed within a define time schedule. Immediate commencement of work on sections like Jeypore-Malkangiri and Bargah-Naupada *via* Padmapur where surveys have been completed will create new and alternative corridors for movement of thermal coal and other minerals. A concerted effort needs to be made by all stakeholders to ensure that these rail corridors are commissioned within a definite time schedule.

While on the subject, I would also like to draw your attention to the expeditious completion of doubling work of Sambalpur-Talcher, Khurda Road- Puri link (phase-II), Cuttack-Barang, Raj Athgarh-Barang and Barang-Khura Road 3rd line and sanction Khurd Junction Bypass line. These projects should be commissioned in 2014-15 with provisio on of enhanced budgetary allocation. These budgetary allocation for Sambalpur-Talcher doubling be at least 200 crores this year. This line will act as connectivity between Angul-Talcher, Jharsuguda Rail Corridor.

Electrification of East Coast rail link from Vishakhapatnam to Kharagpur has been completed. However, it is necessary to also electrifying the feeder links in order to bring traffic movement under Single Traction management like Talcher-Sambalpur-Jharsuguda B.G. Rail Link

I am glad that SPVs for Angul-Dubri Sukinda Road B.G. Rail link and Haridaspur-Paradeep Rail link under the aegis of RVNL have been formed with participation of other stakeholders. Odisha Government has committed to take up equity upto 26% each in both these projects and Rupees 87 crore has been contributed in the financial year 2013-14. Budgetary provision of another Rupees 100 crore has been made towards these two projects. The execution of the two projects should be expedited to support the industrial units in Augul-Talcher region and the Kalinganagar Industrial cluster.

Various metal based downstream parts are being developed at Kalinganagar (Steel), Angul (Steel & Aluminium) and Jharsuguda (Steel & Aluminium) and one of the requirements of these units would be packaging units and containerization of cargo and modern logistic facilities. In this context, I would request Railways to develop mega multi-model logistic parks near the important industrial clusters.

I shall also request to take up certain Indian Railway's modernization initiatives in Odisha. The survey for a high speed rail between Howrah- Bhubaneswar-Vishakhapatnam-Vijayawada-Chennai, BBSR-Rourkela via SBP should be expedited.

There is a constant demand to improve passenger amenities at major railway stations as well on board. In this context, I would request you to expedite the execution of world class station at Bhubaneswar and holy pilgrimage town of Puri. Odisha Government has communicated to Ministry of Railways to bear 50% of the cost of modern station at Bhubaneswar. Similarly, the railway stations at important district centres and major tourist destinations need special attention to provide multi-functional complexes and upgraded passenger amenities. Increased allotment may be made for providing improved and modern facilities at these stations.

To meet the travelling need of the daily commuters, DMU/MEMU services should be introduced in Sambalpur-Jharsuguda-Rourkela, Brahmapur-Balasore corridor and Rourkela-Keonjhar via Barbil. A new train service from Puri to Pune & Mumbai via Sambalpur and Titlagarh has also become essential. The existing express service between Bhubaneswar and Keonjhar needs to be

extended to Jamshedpur via Banspani. The intercity express between Bhubaneswar and Sambalpur may be converted into air-conditioned double decker coaches in view of increased passenger traffic and demand.

Considering the high level of patronization and persistent demand from traveling public, I would request you to increase the frequency of popular trains.

Cuttack and Bhubaneswar together are being developed as twin city and as per the Comprehensive Development Plan prepared by IIT, Kharagpur for Bhubaneswar and Cuttack. The combined population shall be 2.7 million by the year 2021 which shall necessitate a Mass Rapid Transit System (MRTS). This would be the appropriate time to commence detailed planning for rail based city transport system in greater Bhubaneswar region.

The operationalization of East Coast Railway has brought railway management closer to the people and problems of Odisha. However, for better coordination and proper facilitation for bulk customers it is necessary to extend the jurisdiction of East Coast Railway (ECoR) to include Banspani-Padahapar section, Bhadrak-Lakhmannath section in Khurda Road Division and Jharsuguda- Barasuan-Kiriburu, Rourkela-Nuagaon and Jharsuguda-Himagiri section in Sambalpur Division. Besides, appropriate functional reorganization of ECoR will necessitate the creation of a new Railway Division at Jajpur-Keonjhar Road.

I would also urge you to expedite setting up of the Wagon Factory at Sitalapali in Ganjam, Wagon Maintenance Shop at Kalahandi and Skill Development Centre may be considered for budgetary provision and be finished in time bound manner.

I would also like to request you to strengthen the 'rail project execution' infrastructure in the State with adequate deployment of officials and staff for time- bound implementation of the projects.

Following new lines may be considered:

1. Jharsuguda-Keonjhar via Kudhinda Deogarh, Palaharda
2. Jharsuguda-Angul via Deogarh

Extension of following trains is needed:

1. Rajdhani-New Delhi-Bhubaneswar via Sambalpur
2. Allahabad-Rourkela train upto Sambalpur (18109/18110)
3. Nizamuddin-Raigarh Express (12409/12410) upto Sambalpur
4. Rourkela-Bhubaneswar (18417/18418) to run every day instead of 3 days weekly
5. Amritsar-Visakhapatnam (18507/18508) to run daily instead of thrice weekly
6. Puri-Talcher passenger to be extended to Redhakhol station of Sambalpur district

Stoppage of following trains may be provided :

1. Rourkela-Bhubaneswar intercity at Gorposh
2. Rourkela-Koraput

Railway bridges may be constructed of following places:

1. Railway overbridge at Khetarajpur under Sambalpur Rail division near Sambalpur Railway station
2. Railway overbridge at Bamra under Sambalpur Rail Division

Finally, I request the Railway Minister not to be hasty. Please make a vision Plan of the country for another 30 years by which every section of the people will benefitted. I support the Budget.

*[Translation]*

\*SHRIMATI DARSHANA VIKRAM JARDOSH (Surat): I welcome the Railway Budget presented by Shri Sadananda Gowda ji under the leadership of Hon. Prime Minister Shri Narendra Bhai Modi ji. This Budget appears realistic from all aspects. The announcement to run bullet train for people of the country has brought name and fame to the country as per the dream of Hon. Prime Minister, Shri Narendra Bhai Modi. This decision is unparallel and amazing and for this, I congratulate the Hon'ble Prime Minister and Hon'ble Minister of Railways. Besides, the decision to transform 10 railway stations into

world class stations is laudable. The decision taken to connect Yatra Dhams by railway network respects faith and religious values of crores of people of the country. The decision to conduct survey of Badrinath-Kedarnath route will prove to be a historical decision. The facility to provide online platform ticket and general ticket in view of the difficulties being faced by passengers will surely reduce difficulties of passengers. The decision to provide branded food and R.O. filtered water in train through S.M.S. is a laudable one. Technology will be used to check any accident by installing an automatic system over railway track so as to ensure safety of passengers and to stop train in an emergency situation. Four units of Women R.P.F. will be recruited in view of ensuring safety of women. Wi-Fi facility will be provided in Rajdhani, Shatabdi and A1 category trains so as to provide world class facility to passengers. Construction of various F.O.B. at platforms were not being taken up due to paucity of funds, as a result a number of accidents took place while crossing tracks. Now, the Government while expressing concern towards safety of passengers, has taken a decision to construct F.O.B. across the country through P.P.P. mode. Construction of cold storage at stations to keep vegetables, fruits and milk fresh would prove beneficial for both the passengers and farmers. The people of those areas where decision has been taken to conduct survey of double track are happy. For the first time in the country, the students of engineering and management are proposed to go for internship in Railways and that is why their parents are feeling proud. It will ensure their bright future. The installation of solar system at various stations will save electricity. Monitoring of cleanliness will be done through C.C.T.V., particularly at 50 stations so as to maintain cleanliness at railway stations. For the first time, a decision has been taken to introduce 9 trains including high speed trains from Gujarat for the convenience of the people residing in Gujarat from across the country. The decision of port connectivity is laudable one. The decision to introduce parcel trains and announcement of eco-tourism in North-Eastern states to increase revenue of railways is appreciable.

I extend my thanks to the hon'ble Minister of Railways and support the Budget.

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\* Speech was laid on the Table

I am putting certain problems related to Surat railway and Gujarat Railway before you and urge upon to address these problems in an appropriate manner.

1. Western Railway headquarter should be shifted to Ahmadabad at the earliest keeping in view the fact that Western Railway serves almost entire area of Gujarat.
2. Surat station should be provided with D.R.M. office and Surat should be declared a division in view of the revenue collection of more than Rs. 50 lakh per day from Surat railway station.
3. Surat railway station was included in the list of stations to be developed world class station in the Railway Budget few years back but no progress has been made so far in this regard. This work should be completed at the earliest.
4. Surat-Muhuva (19025-26) train should be run on daily basis in place of once a week in view of the fact that a large population of Saurashtra region of Gujarat residing in Surat.
5. Stoppage of Sampark Kranti Trains and Trivendrum Rajdhani Express (1234) should be provided at Surat railway station in view of revenue collection of more than 150 crore rupees from Surat city for the convenience of passengers.
6. Emergency Quota (E.Q.) of following important trains should be provided at Surat railway station:

Train No.	2 A.C.	3 A.C.	C.C.	S.L.	2S
19109			06		
12928	04	04		04	
19143	04	04		04	
19144	04	04		04	
12922			06		
12952	04	04			
12954	04	04			
12479	04	04		04	
19132	04	04		04	
12934			04		04

Train No.	2 A.C.	3 A.C.	C.C.	S.L.	2S
12925	04	04			
12926	04	04		04	
12955	04	04		06	
16507	04	04		04	
12995	04	04		04	
19116	04	04		04	
19006	04	04		04	
12655	04	04		06	
11049	04	04		04	06

7. An electronic display and mike announcement regarding the direction of the platform and incoming station should be made during night in the coaches of long distance trains and superfast trains of Western Railways on the lines of Mumbai local trains.

8. I request you to increase the number of coaches in the following trains as a large number of people commute through them. Sometimes they have to travel while sitting near toilets. Many people going to their workplace to travel standing near doors which often lead to minor accidents but a danger of a major accident always remains there. The trains shown here include both long and short distance trains. I demand to increase the number of general coaches (without reservation) in all these trains:

S. No.	Train No.	Present No. of Coaches	Present No. of General Coaches	The demand to increase the general coaches
1	2	3	4	5
1.	19023-19024	14	04	04
2.	19113-19114	12	12	06
3.	12929-12930	18	18	04
4.	12935-12936	18	08	04
5.	19059-19060	18	08	04

1	2	3	4	5
6.	19019-19020	15	07	03
7.	239-240	12	10	06
8.	113-114	16	13	04
9.	125-126	12	12	06
10.	177	14	14	04
11.	175	16	12	02
12.	249-50	18	18	02

9. The work regarding conversion of narrow gauge line into broad gauge between Bilimora and Baghai is going on at a very slow pace for the last one and a half years. Kindly expedite the work so that the poor, tribal and other passengers of this region could be benefited at the earliest.
10. The number of coaches in train No. 69141-42 (Surat-Virar MEMU) should be increased to six in view of the heavy crowd of passengers.
11. Bharuch-Virar shuttle (59010) should start from Bharuch at 3 o'clock in the afternoon instead of 2 o'clock because Jamnagar Intercity (19060) from Bharuch and the MEMU train coming from Ahmadabad to Surat also pass at around 2 o'clock.
12. The Lok Shakti Express (19143/19144) and Dehradun Express (19020/19019) which are important from industrial point of view should be given stoppage at my parliamentary constituency and Gujarat Express (19011/19012) should be given stoppage at Sayan railway station.
13. A foot over bridge should be approved for Utran railway station and train no. 19011-19012, 19215-19216 should be given a stoppage there.
14. The place where the world famous Somnath Temple is situated in Gujarat has no other facility of train to go to North India. Therefore, the facility of a direct train from this pilgrimage centre to North India should be provided.
15. In view of the heavy rush of passengers at every platform on Surat station, Udhana station should be developed to ease the burden on Surat station.

16. There are only two trains from Surat in Gujarat to West Bengal and that too originate from other station and reach Surat. Therefore, a direct train should be introduced between Surat and West Bengal. A new train should be introduced soon in view of the large number of people from North India living in Surat.
17. Every month on every full moon day the Dakor special (Vadodara Exxpress 2927-28) which runs from Dakor and vice versa should start from the platform adjacent to train no. 2929-30 at Baroda railway station so that both the trains could be boarded from connected platform nos. two and three which would help the pilgrims, most of whom are old women, catch the trains without changing the platform at Baroda station.
18. A few months ago, Railways has stopped the facility under which the S.S.T. passenger or the passenger who has brought ticket was allowed to continue its travel by paying the difference. Kindly restart this scheme.
19. Bandra-Patna (19049-50) which runs once a week should run every day in view of the large number of North Indian passengers.
20. Taptiganga Exoress (12945-46) and Surat-Bhagalpur Express (19047-48) should also run from Surat every day in view of the heavy rush of passengers and the long waiting list throughout the year.

SHRI VINAYAK BHAURAO RAUT (Ratnagiri Sindhurg): Sir, I rise to express my views on the Rail Budget of 2014-15. First of all I express my gratitude to the Minister of Railways Shri Sadanand Gauda and Minister of State in the Ministry of Railways, Shri Manoj Sinha for announcing their intention to run Bullet trains across the country. Mumbai-Goa route has also been identified for the introduction of bullet trains.

Sir, in the history of entire railway Konkan railway is specially important. With the untiring efforts of Late Minister of Railways, Shri Madhu Dandavate and hon'ble George Fernandis the Konkan Railway was constructed. Today, Konkan Railway has 850 km of track. Several rivers, mountains, big tunnels fall in its route but Konkan

Railway is operated on this track through a Corporation even today. I demand that the responsibility of operating Konkan Railway should be given to the Indian Railways instead of Konkan Rail Corporation and Indian Railways should take this responsibility, this is my submission. The thing which earlier look impossible now look possible only due to the efforts of Late Madhu Dandavateji and I demand from the Minister of Railways to convert the single track into double track or lay the double track. The only Railway which connects the North India and South India is the Konkan Railway. Today, several trains run on this track but it is not being used for Konkan especially Raigarh, Ratnagiri, Sindhudurg or Maharashtra and Goa for which Konkan Railway was constructed. Two-three trains operate during day time which are far less than the requirement. For this, it is my demand that the number of coaches in Rajyarani Express be increased up to twenty and it is my humble request to Minister of Railways to connect 15 coaches in Jan Shatabdi Express permanently. Sir, till date, there is no terminal for Konkan Railway. It is the demand of the people that there should be a terminal at Sawantvadi. Action was initiated by the Konkan Railway several years ago but no work has been done till date. After setting up terminal at Sawantvadi, there is a need to start a special permanent train from Mumbai to Sawantvadi and for this, I demand that Hon'ble Minister would make arrangement to introduce trains specially for Konkan.

Sir, I, through you, would like to inform Hon'ble Minister of Railways that now-a-days railway booking is done through e-ticket and highest black marketing of tickets take place in Konkan Railway. Ganesh festival, Holi festival are celebrated with great zest in Konkan. During these festivals, when people book tickets, the first person get a 301 waitlist ticket. When complaint reached Hon'ble Minister, he ordered an enquiry and it was found that black marketing of tickets was taking place and several touts had booked tickets in advance. I request that in the trains being operated for people residing in Konkan area, there should be a new system of ticketing for them so that the people of Konkan could get full benefit.

The other issue which I want to bring to the notice of Hon'ble Minister is that Konkan area receives heavy rainfall as it is a hilly area. Platforms are being

constructed here, but there are few shades over them. People have to face a lot of difficulty during rains. Big stations, for example, Chiploon, Sameshwar, Kudal, Kanfavali, Sawantvadi etc. are important stations and there should be shades over the entire platform at these stations.

Mr. Chairman, Sir, Ratnagiri and Sindhudurg are two major districts of Konkan. Tourists from across India and abroad visit these places and they should be provided facilities to reach here. Therefore, I request the Hon'ble Minister of Railways to introduce more Goa bound trains in Konkan Railway.

SHRI RAM KRIPAL YADAV (Patliputra): Mr. Chairman, I am thankful to you for giving me an opportunity to speak on a subject like railway. I rise to speak in support of this Rail Budget. First of all, I would like to thank Prime Minister of this country Shri Narendra Modiji and Hon'ble Minister of Railways under whose efficient leadership this Rail Budget has been presented with such a good vision. Railway is an important Department and works in public interest. Railway connects people and if it stops for one day, the entire system will come to a standstill.

Railway is the life line. The previous UPA Government also presented their rail budgets and I think they lacked vision. That is why the Railways was continuously incurring losses and Hon'ble Minister of Railways in sheer helplessness had to increase fares to take care of the people and put the entire system of track. I think, in his leadership, the railways will make important contribution in the development of the entire country. It is also a balanced budget. It has been tried to give something to every region in the country.

Through you, I would like to submit in context of Bihar that I have been elected from Patliputra Parliamentary Constituency of Bihar. It has several serious problems. A railway bridge is being constructed to link North Bihar and South Bihar in the State of Bihar and this construction work is going on for quite some time. But it is facing a lot of delay. For the first time, the foundation of this bridge was laid in the year 1997-98 and at that time, 600 crore rupees were proposed to be spent in this regard. Since, the pace of work in this case was not up to the mark, its cost has escalated to 2930 crore

rupees today. I think that not even thirty percent portion of this bridge has been constructed so far. We had invited the attention of the Hon'ble Minister towards the fact that the bridge being constructed over Ganga river should be constructed at the earliest by allocating more and more funds in this regard and fully utilizing it. Not only this, a road bridge parallel to this bridge has already been constructed near Hazipur which is the parliamentary constituency of Hon. Ex-Railway Minister. Construction is over but the bridge is in poor condition and it will collapse any time and lakhs of people will get affected in a big area of North and South Bihar. Therefore, I would request that this project that this project should be completed at the earliest in the interest of the people of Bihar.

**14.00 hrs**

There are several other schemes. Railway bridge is proposed to be constructed in Munger district. I understand that you will pay attention to this important scheme and the people of Bihar will be benefitted by this. Danapur region houses DRM office. I think that the railways' reputation has increased with the cooperation and indomitable spirit of almost 14 lakh officers and employees. This is a very old colony and this office is also very old. The flats of the employees and officers of this office are very old.

*[English]*

HON'BLE CHAIRPERSON: I have a list of 20 Members from your Party.

*[Translation]*

SHRI RM KRIPAL YADAV: I don't want to go into detail. I want to highlight small problems of my constituency.

*[English]*

HON'BLE CHAIRPERSON: You explain your point briefly and please conclude.

*[Translation]*

SHRI RAM KRIPAL YADAV: Sir, I am an old Member and I am speaking for the first time in this Lok Sabha and I need your cooperation. There is a need for running Duranto Express or premium train from Patna to New Delhi, Mumbai, Bangalore and Pune so that the people can derive a lot of benefit from it. Number of

passengers going from Patna to New Delhi is very large and there is no train which does not have 300 or 400 waiting list. Even the recommendation made by us as per provision is not taken into consideration. Just as the Hon. Member has said that there is a big racket working and a lot of corruption in reservation process. I believe that this racket will be broken under your efficient guidance and you will ensure that the people get tickets in a smooth manner.

**14.02 hrs**

*(SHRI ANANDRAO ADSUL in the Chair)*

There is a need to increase the number of trains between Patna and Delhi. There is so much load that the people face lots of difficulties during their travel. I request you to increase the number of trains to Patna. The people of Bihar work on a large scale and this is the only facility for their movement. You have made a resolve that the old projects in the whole of Bihar and the entire country will be completed on priority basis. The important trains linked to my constituency are Rajendra Nagar LTT Mumbai No. 12142/41, 14055/56 Delhi Guwahati Brahmaputra Express and Patna Kolkata Express 13239/40. Patna city has extended up to Danapur division which houses DRM office. The area of Danapur for which I am demanding a stoppage has become a big city and has become densely populated. I think that all these things need to be considered.

Sir, Lal quila Express trains from Patna to Delhi were running for last several years, but these have been discontinued. If you have stopped their operation my request is to make a separate arrangement in this regard. This train was meant for poor people. As I have said that the people from Bihar move to other places for their livelihood and for getting employment. Number of trains should be increased as there is a desperate need for it. The people are facing a lot of difficulties in the absence of it.

Sir, extending my gratitude to you, I would like to mention my last point that there is no double line between Danapur-Mokama-Mughalsarai and you must have seen while going to Bihar that due to this the speed of the train after reaching Mughalsarai goes slower because the load has increased to a great extent. Therefore, I would like you to consider the proposal of

doubling the said line. If the railway line from Mokama to Mughalsarai is converted into double line, a lot of difficulties will be solved.

I would like to say one more thing. The Government wants to convert stations into world class stations and a proposal in this regard is already under way. You have talked about a bullet train up to Bihar has been somewhere left out in this regard. You should run a bullet train up to Bihar also so that the people of Bihar also get its advantage and get benefitted. This whole region is of poor people and unemployed people. The Government should pay attention towards setting up factories there.

With these words and extending my gratitude to your goodself, hon'ble Minister and hon'ble Prime Minister Shri Narendra Modiji again, I conclude my speech.

\*SHRIMATI KRISHNA RAJ (Shahjhanpur): I would like to congratulate and thank the Hon. Prime Minister and the Railway Minister for paying special attention towards amenities of rail passengers and security modernization in this Rail Budget.

Hon. Minister has paid special attention towards the needs of the people of every class of society in this Budget. Disabled persons and senior citizens would get better amenities by upgradation of stations, providing all the facilities along with safe drinking water and toilets and high level platforms.

UPA 1 and UPA 2 governments did not increase the fare for a long time and increased the fare of 10 years in one go. If it had been increased slightly, people would not have been burdened.

The previous Governments had approved 676 projects only for getting false acclaim, but only 317 projects have been implemented. Many of them have been stuck in files for 30 years.

I heartily congratulate you that you have laid emphasis on improvement of passengers' amenities and facilities by laying emphasis on protection of available resources, train operation and cleanliness along with announcement of public-private partnership and F.D.I. for

investment in railway infrastructure and nationalization of production at large scale. You have made an exemplary effort by starting the tradition of adopting the stations. The Government has given indication of good days by launching ambitious scheme of quadrilateral network to connect the whole country together successfully.

The proposal of generating 500 megawatt solar energy through P.P.P. by using railway stations, roofs of the railway buildings and railway land is also very useful. Saving foreign currency by using bio-diesel will prove as a bold move.

The proposal of starting battery operated cars by private organizations is also appreciable. Senior citizens and disabled persons will also be able to reach at platforms easily.

The entrepreneurs will definitely benefitted by installation of work stations on the basis of payment in the trains. The proposal of increasing the number of bio-toilets with a view to reduce the problem of defecation on railway tracks and platforms. Along with it, the work of conducting cleanliness activities at stations through outsourcing and monitoring through C.C.T.V. cameras is appreciable.

1700 constables and 400 females will be recruited to strengthen the safety of railway passengers. It will provide employment to the people and journey will become safe.

Common man will get relief as tickets will be booked now through mobile phones and post offices also by strengthening e-ticketing system. I congratulate you for implementing the bullet train scheme.

Though your policy is to reduce the stoppages of the trains, but 5 MPs and 22 MLAs travel time to time for Lucknow and Delhi by train. There is no train service from Shahjhanpur to Delhi. So, I humbly request you to run train number 24315-16 and 24321-22 from Shahjhanpur in public interest.

There is no train from Shahjhanpur to industrial city Mumbai and there is no such train also which passes through there. Therefore, I wish that train number 222533-34 Pushpak Express should be extended upto Shahjhanpur in place of Lucknow. Along with it, train number 24314-243313 Lokmanya Tilak Bareilly Express should be run from Shahjhanpur.

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\* Speech was laid on the Table



Train Number 225651-52 Lohit Express should be provided stoppage at Shahjhanpur to make a link with Eastern regions while this train has a stoppage at a small station like Hardoi.

Platform number 4 and 5 were constructed at Shahjhanpur station, where there is no basic facilities available for the passengers.

Platform number 3 in UP main line on which the train passes with full speed. Accidents often take place because of the cabin, situated on the Eastern side. It should be removed.

4 general and sleeper coaches should be added to Delhi passenger 54076. 24 coaches should be installed in each train as per rule and separate coaches should be installed for ladies and disabled persons. There is no public toilet functioning at Shahjhanpur station.

A separate ticket window should be opened for 24 hours for senior citizens, ladies and disabled persons.

Doctors are not available in railway hospitals for the last five years and there is no medical store at the station.

I would like to draw your kind attention towards my constituency that survey work of Shahjhanpur to Farrukhabad (90 K.M.) rail line was conducted several times. It was first conducted in the year 1977 and thereafter in the year 1999, but no work has been started so far in this regard. The following problems will be resolved with the laying of the said rail lines:

1. Shahjhanpur is the third largest industrial area of Uttar Pradesh after Ghaziabad and Kanpur, where road transport is the only mode for transport of goods.
2. Hundreds of small scale factories are located in Shahjhanpur besides major industrial units like KRIBHCO, Shyam Fertilizers, Reliance Thermal Power, Rosa Sugar Mill, Medowell and K.R. Paper Mills.
3. Shahjhanpur is one of the leading district of Uttar Pradesh in agriculture sector. As a result, food storage depot of Food Corporation of India (FCI) including various small government and private godowns and atleast 50 major rice mills and 20 flour mills are located there.

4. Farrukhabad is adjoining city of Shahjhanpur. Potato is produced in large scale in Shahjhanpur and Farrukhabad and there are about 100 potato cold storages in Farrukhabad. There are about 30 potato cold storage in Shahjhanpur from where it is transported all over the country.
5. Rupapur Sugar Factory is centrally located between Shahjhanpur and Farrukhabad and foundation stone of one more sugar factory has been laid in Jalalabad which is likely to be completed in two years.
6. Jalalabad in Shahjhanpur district is birth place of Maharishi Parshuram. Tourists and pilgrims from distant areas come to visit this place.
7. There is an urgent need to lay Farrukhabad-Mailani rail line (Uttar Pradesh) to increase revenue of Indian Railway as well as in the public interest.

Following train passes through Shahjhanpur, Tilhar and Katra railway stations and stoppage of these trains should be provided at these stations:

1. 12237/12238 Varanasi-Jammutavi Express
2. 12369/12370 Howrah-Haridwar Express
3. 15622/15621 Anand Vihar Express
4. 13256/13255 Chandigarh-Danapur Express
5. 15904/15903 Chandigarh-Dibrugarh Express
6. 12356/12355 Jammutavi-Rajgir Express
7. 15652/15651 Guwahati-Jammutavi Lohit Express

I would urge the Hon'ble Minister of Railways that there is no direct train for Mumbai from Shahjhanpur. As a result, people have to go to Lucknow or Delhi to board Mumbai bound trains. Hence, stoppage of train no. 19062/19061 Ramnagar-Bandra-Mumbai train should be provided at Shahjhanpur for the convenience of people of my parliamentary constituency.

I would also like to inform you that Shahjhanpur is the city of martyrs. It is the birth place of Pandit Ramprasad Bismil, Thakur Roshan Singh, Ashfaqulla Khan who were martyrs of Kakori conspiracy. Railway has 15 acres of land in Shahjhanpur, where all these

martyrs were arrested and hanged till death on August 09, 1925. I urge that Railways should construct a monument in memory of these martyrs.

900 acres of railway land is lying vacant in Shahjhanpur. I urge that an engineering or medical college should be constructed on this land for the larger benefit of railway and common people.

\*SHRIMATI RAKSHATAI KHADSE (Raver): I Congratulate Hon'ble Railway Minister for providing this Railway Budget 2014-15 which covers all elements of the society. Special provision made for women are enthusiastic, boosting the moral of the alone traveling women.

First of all, on behalf of my Constituency I want to convey thanks to the Hon'ble Minister for providing new trains passing from Bhusawal Junction which comes under my Constituency of Raver, Maharashtra State. The passengers now traveling can take advantage of this new trains which include Bhusawal- Gorakhpur Jansadharan Express, LTT-Lucknow, Nagpur-Pune & Nizamuddin-Pune AC Express Weekly, LTT-Azamgadh Weekly Express.

As per the thoughts of our Respected & Honourable Prime Minister Shri Narendrabhai Modi, the provision of maintaining the cleanliness on all stations and trains have come under high priority and allotted 40% increase over the last year. Cleanliness to be monitored by the use of CCTV on stations is really welcomed. This will also strengthen the security aspect on stations and can be closely monitored.

The experimental provision extended on few stations & trains by installing the RO system for drinking water will provide sanitized water for the lower class of travelers who are not in a position to spend for purchase of bottled water.

The provision made for the women itinerant in all class of Railway by inducting ladies RPF Constable and to recruit new 4000 number of lady Constables for escorting ladies coaches is really provides fearless & safe travel for the ladies traveling alone. Also these RPF on board are being well equipped with Mobile enabling

the women in trouble can instantaneously contact and get the assistance on board.

The provisions made by the Hon'ble Railway Minister are fulfilling the phrase of our Prime Minister "Acchhe Din Aayenge". This is first step to start of "Acchhe din" which honours the starting of Bullet train announcement in budget for the first corridor of Mumbai-Ahmedabad. The decision of joining the Metros and the growth centers by means of a Golden Quadrilateral Road Network, the ambitious plan by our Hon'ble Shri Atal Bihari Vajpayee, Hon'ble Railway Minister has made Golden Quadrilateral Network is a historical embarking plan under the endeavour leadership of Respected Shri Narendrabhai Modi.

I want to pass my sincere thanks to Hon'ble Railway Minister for providing the new work for the third line on the main route of Central Railway from Bhusawal-Badnera-Wardha and Bhusawal-Itarsi which in turn improves the movement of the trains effectively and timely saving the precious time of passengers.

Hon'ble Railway Minister has given justice for the upliftment movement encouraged in the field of tourism in our country as stated in their first speech in the House by Respected Prime Minister Shri Narendrabhai Modi. The new survey from Aurangabad-Chalisgaon will certainly increase the tourism in the State of Maharashtra to visit our ancient caves like Ajanta and Ellora.

We from our constituency are also thankful to Hon'ble Railway Minister for the extension awarded for the experimental stoppage provided on the main line of Central Railway Route from Mumbai-Howrah & Mumbai-New Delhi. I hope this will be continued further.

Bhusawal being the main junction on the main line of Centre Railway needs to be upgraded for the sake of better convenience of the passengers and tourists. I request to provide one auto escalator for the senior citizens & foreign tourists. The experimental basis RO drinking water facility may be provided at this junction as practically all trains are halting at least for 10 minutes on this station.

There is a long lasting demand from our constituency that one express train should operate between Bhusawal to Mumbai. If at this juncture if it is not possible to put the new train, I request Hon'ble Minister to

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\* Speech was laid on the Table

please provide the extension of the presently running train no. 22101/22102 Manmad-Mumbai Rajdhani Express to Bhusawal in this budget. Also on the same line there is no Premium train operating from Delhi to Mumbai *via* Itarsi-Bhusawal-Manmad. So I request to further extend the train no. 12001/12002 New Delhi-Shatabdhi Express to Bhusawal instead of proposed extension to Habibganj in this Railway Budget.

I also request Hon'ble Railway Minister to envisage the possibility of providing the commercial stoppage at the already provided technical stoppage for the trains operating between point to point service, Duranto Express. By filling the vacant position in these trains can fetch more revenue to Railways and also convenient for the passengers traveling on short route.

The train's departure shifted from Dadar to Lokmanya Tilak Terminal for the train no. 11057/11058 (now LTT-Amritsar Express) is highly inconvenient to passengers traveling from our constituency for the business purpose and also for the local Political representatives working in the States and various Local Bodies representatives frequently visiting to State Head Quarter at Mumbai. I request to reinstate the departure of this train from LTT to Dadar as before.

As regard train no. 11039/11040 Gondiya-Kolhapur Maharashtra Express having 18 Coaches and running over strength through out year, I request to increase at least 5 coaches (one-2AC, one-3AC, two-Sleeper and one-General) to this train. Also, the time at which the train reaches at Pune are inconvenient specially for the ladies traveling to various College/University from their native place. I request to reschedule the arrival time to reach at Pune at 6.00 in the morning.

There are several complaints received from the farmers specially Banana cultivators for not getting timely & good condition of BCN racks to load the raw banana to cater them in the market places like Delhi, Varanasi and Lucknow. The loading points (freight terminal) are not maintained and it is very troublesome for the loading workers to load the Banana in the rack. I request to provide the good conditioned rack in time as per the demand of the farmers and upgrade the goods loading points which come under my constituency of Raver, Maharashtra State.

With this, I conclude my speech and request Hon'ble Railway Minister to make the provisions as requested by me for the better, efficient and effective operation of Railways for passengers for which they have voted to built 'Ek Bharat-Shrestha Bharat'.

SHRI R. RADHAKRISHNAN (Puducherry): Hon. Chairman, Sir, I would like to thank you for giving me this opportunity to speak on the Railway Budget.

Since it is my first speech I would like to express my gratitude to the persons who have been responsible for my presence here in this House. I would like to thank the hon. Chief Minister of Puducherry Shri N. Rangasamy, the people of Puducherry and the party leaders and functionaries of AINRC. I would like to express my gratitude to the hon. Prime Minister Shri Narendra Modi, hon. Home Minister Shri Rajnath Singh, senior leaders of the Bharatiya Janata Party and their functionaries.

I would like to congratulate the hon. Railway Minister for his first Budget. He has taken a very practical approach. He has clearly stated what is possible and what is not possible in this Budget. It is the House people look up to and whatever promise the Government makes in this House the people believe it will happen. So, he has taken a very practical approach and clearly he has stated that new projects require a lot of funds and it may not be possible to provide in this year. He has concentrated more on improving the services which are being provided at present by the Railways. He has also clearly stated that Railways is a monopoly business and definitely with due time in monopoly businesses complacency is likely to set in and the services provided by the Railways in terms of hygiene, food and water stand to deteriorate over a period of time. Definitely he has put in a lot of importance to improve safety, hygiene, sanitation and the food provided by the Railways. Definitely, it will improve the services to the passengers and it will increase the number of passengers who will use the Railways.

He should also concentrate to break the class barrier. Railways should provide services and people of all classes should be willing to travel in Railways. Definitely, it will reduce a lot of burden on the Government of India when the number of passengers increases.

He has also rightly stated that doubling and trebling of railway lines bring in more revenue than new lines. Every States has its own requirements. Even we have given our wish list to the hon. Railway Minister. We are willing to wait this year. Let the Railway Minister take stock of the situation in the Railways, to improve the situation and make it more viable. We will definitely wait for our new requests.

Since we have been a part of the French rule, the British railway network had excluded Puducherry. So, the access of the railway network is lower when compared to other States in the country. So, this exclusion should be transformed into a more inclusive approach and Railways should work out the viability to include Puducherry in most of the train services which they are going to operate in the near future.

I would like to thank the Railways for introducing a lot of new trains in the past few years in the Puducherry sector. Definitely in the continuing years also the improvement in the services will improve the tourism and economic viability. There are a lot of passengers travelling from Karnataka, Chennai and Kerala to Puducherry. There are a lot of pilgrimage network there; Karaikkal is one of the pilgrimage centres; almost all the major religious temples are there. So, improving the railway network will definitely bring in a lot of passengers from the southern States and improve the mobility.

A consultative approach between different modes of transport is required. The Railways, Shipping, Civil Aviation, Road Transport should take up a more consultative approach and find out the viability of each of the projects because there may be requests, but ultimately it has to be paid for by the people of this country. So, viability of the project is important.

Any increase that is necessitated must be done in time. If it is not increased in time, then the increase will be much higher later on and the heavy burden must be borne by the people. So, he has taken a very practical approach. Even though there may be reservations from all political parties, the services have to be paid for and definitely the Railway Minister has taken a fair approach.

In the near future, efficiency should be the guiding factor for the Railways. Year on year, the increase in the railway fares will be a burden on the people and the

Railways should be able to provide services much more efficiently. Profitability will be there because the Government organization has to work in a profitable manner. But the burden also should not be passed on to the general public.

I congratulate the Railway Minister. He has taken a lot of new measures to improve the railway services; faster railway services are required; speed is now the order of the day. People want to move quickly from one place to another. Increasing the speed of the railway trains will definitely serve people much better.

One of the on-going works is between Karaikkal and Peralam. That work is pending. Since it is on-going, I would like to request the hon. Minister to expedite the work and the services are provided in time.

Our other requests have been handed over to the hon. Minister of Railways. In whatever way he could, he should do; definitely we are willing to wait; but a re-assuring way is enough. Let him take his time; let him set up the Railways in a much profitable manner and then consider our request.

Once again, I would like to congratulate the hon. Railway Minister for his Budget. I wish him well.

SHRI DUSHYANT CHAUTALA (Hisar): First of all, I would like to congratulate the hon. Railway Minister for showcasing the modernity and the approach the Railways should take, to develop itself in the coming years. It was admirable to note that Railways has approximately 13 lakh employees and over 2.3 crore passengers traveling on day-to-day basis.

I would like to thank him for announcing new lines between Jind-Hisar, Hisar-Narvana, and also for starting a bi-weekly Shatabdi train from Bhatinda to Delhi. He also started a new Rewari-Bikaner train and Palwal-Aligarh MEMU train on daily basis. I am afraid that in Haryana approximately eight projects have been pending for the last ten years. There have been surveys done, but action has been taken by the Ministry. There are two projects which are directly connected with my constituency – one from Hisar to Fatehabad via. Agroha and the second one is from Hansi to Meham, Rohtak. So, I would like to Railway Minister to please take into consideration and start work on these two projects as soon as possible.

I would also like the Railway Minister to extend the Kisan Express and have a stoppage at Bhawanikheda. There was also a demand made by us to the Railway Minister to start a separate line from Sirsa to Allenabad, which would connect the border of Chandigarh via Sirsa. I would like the Railway Minister to take that into consideration.

Modernisation of Railways, like the introduction of bullet trains, cold storages and milk vans, was talked about highly. I would like to bring to the notice of the hon. Minister the fact that due to increase in population it looks as if the whole railway system has been overfed and we are travelling in a herd of people. So, I would like the Railway Minister to consider introduction of double-decker coaches in trains. If the double-decker coaches are introduced it will be of greater help.

For the development of area a huge amount of money was given to the Northeastern States. With regard to development of border railway I would just like to remind the Railway Minister that on the western region where we have connection with Pakistan, we have a pending 25 km. Patti-Ferozpur project. There are also long lines from Jodhpur-Jaisalmer, Anupgarh-Chittorgarh-Motigarh- Bikaner, Jodhpur-Agolai-Shergarh-Phalsund and on the North we have Pathankot- Leh, Jammu-Akhnoor-Poonch and Srinagar-Kargil-Leh. These lines are as important as the lines of the Northeastern States and I would like the Railway Minister to take these into consideration and allocate a specific Budget for development of such railway lines which have a connection with Pakistan or which are on the India-Pakistan border.

The railway system has been improving day-by-day but the condition of our railway stations as well as the waiting rooms at the railway stations is depleting day-by-day. A lot of people are found sleeping on the floors of the railway stations. The Governments in the past 10 years or beyond that have tried to improve the condition but the condition with regard to certain basic necessities like bathrooms and drinking water facility is depleting day-by-day. The quality of water available at the railway stations is not up to the mark. The pH level of water is very high there. So, the decision regarding installation of RO system that was announced by the Railway Minister should be implemented. I would like the Minister to take

into consideration the heavily populated railway stations of Haryana and introduce the RO system on stations like Jind, Bhiwani and Hisar.

I would request the hon. Minister to improve the current condition of Kurukshetra railway station. The hon. Minister announced to conduct a survey of Hissar-Jind line. I would also like to request him to extend that line to Rajound- Kurukshetra which will not only connect our Capital to my constituency but we can also have easy transportation of military weaponry from Ambala military base to Suratgarh, Bikaner and Jaisalmer. I would request the hon. Minister to take all these into consideration.

The hon. Minister has introduced one Shatabdi train from Bhatinda to Delhi. I would request him to run that Shatabdi bi-weekly through my constituency which will connect Sirsa, Hissar, Bhiwani, Rohtak to Delhi. One route could be this and another route could be *via* Jind so that the people of both the areas are benefited.

\*DR. SUBHASH RAMRAO BHAMRE (Dhule): I support this Railway Budget. I congratulate the Hon'ble Railway Minister- Mr. Sadanadaji Gowda. He has submitted his Railway Budget inspite of his limited resources and tried to provide basic amenities to passengers and Bullet-train. However, my constituency is Dhule which is part of North Maharashtra and 65 years after the Independence, Railway Ministry has not given any thing for my region which is a backward region. Dhule is not on main railway line which is depriving my constituency from industrial growth. So, there has been demand since last 40 years for the new railway line project, starting from Manmad, *via* Dhule, Shirpur (Maharashtra), Mhow, Indore (Madhya Pradesh). This new railway line is a life line for my region. This will bring small and big industrial projects in my area, and thus provide the opportunity to the employment generation.

Many surveys have been conducted and latest survey shows ROR more than 10%. The report is approved, in principle by Planning Commission dated 27.06.2012. The Government of Maharashtra and Government of Madhya Pradesh have given consent for 50% cost sharing and land free of cost. All the hurdles

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\* Speech was laid on the Table

are overcome. Kindly give justice to backward region of Dhule by sanctioning this new railway line project.

SHRI NEIPHIU RIO (Nagaland): Mr. Chairman, Sir, I rise to participate in the discussion on the Railway Budget which was presented on the 8th July by Shri Sadananda Gowda, the Minister of Railways. I also congratulate the Railway Minister for giving a Budget highlighting the vision, the innovations and the progressive ideas that are aimed at modernizing the Indian Railways. I particularly appreciate and welcome the 54 per cent step up in the Northeastern region railway network.

Out of 8 Northeastern States, Assam has an appreciable railway network but for the rest of the States we are yet to see the actual benefits of railways reaching the hills and the Capitals. When the Railways can reach Jammu and Kashmir, why not North East States? I think North-East hills are more friendly and terrains are much better. So, I hope with this allocation the Railway Ministry would be able to add some network. The other day, the Union Finance Minister had also allotted some amount to speed up the networks.

Sir, may I bring to your notice that in the 50 years of statehood of Nagaland and 67 years of India's Independence, we have only eight kilometres of tracks touching Nagaland which was built during British time. This takes care of not only the State of Nagaland but also the State of Manipur and the Karbi Anglong as also the hills. It also takes care of the heavy load of Army and para-military because of the insurgency, there is a huge installation of Army Units – 3 corps in Dimapur, then there is a CRPF brigade headquarters in Assam and Nagaland border at Dimapur. It is catering to the needs of all those in the side of Assam, Manipur and Nagaland. I feel that this eight kilometres of track is not sufficient.

Therefore, we had come out with a proposal to connect inside Nagaland, the foothill from Dimapur to Tizit which is crossing six districts covering about 300 kilometres. This is a rich oil belt and also rich in minerals. This will also connect the further most end-to-end within the state traversing the rich mineral belt and also crossing the Tuli Paper Mill. This would also boost the agricultural products because these are plain sectors having very good fertile areas for cultivation. It also have

the potential of bringing up the township and a commercial hub.

Sir, let me mention a project which was sanctioned in 1997. It was to go from Diphu to Karong and the foundation stone was laid in 1997. However, in 2004, this was diverted to Jiribam-Tupul. This is avoiding the Nagaland State. Therefore, I want the Ministry to re-visit this project and do something. I am not objecting to whatever was done for Jiribam-Tupul line. But the original proposal of Diphu to Karong should be re-visited and justice should be done to this project also.

The project from Dimapur to Kohima connecting the capital is taking a lot of time. We had some land-related issues but these were resolved. Therefore, I hope with 54 per cent funding in the north-east, sufficient funds would be given to complete this project. Coming back to Dimapur to Tizit, this project was announced in the Rail Budget of 2011 but it awaited the approval of the Ministry. Therefore, I hope this time this project will be considered as it is one of the most important projects for the State of Nagaland.

The Dimapur railway station needs upgradation and modernisation. We need to create more platforms. We need to raise passenger quota from there and the passenger capacity has to be increased. The Rajdhani Express is the only fast train which crosses Dimapur and it stops for only 4-5 minutes. When you have so many passengers to take care from three States including the Army and para-military, you have to improve the station. So, Dimapur station needs improvement and upgradation. You should create more platforms for goods and also for passengers.

\*SHRI P. NAGARAJAN (Coimbatore): I would like to express my sincere thanks and gratitude to our Tamilnadu permanent Chief Minister, Revolutionary Leader 'Puratchi Thalaivi', Amma and my constituency people to elect me as an Member of Parliament from Coimbatore.

Hon'ble Railway Minister presented his maiden Railway Budget for the year 2014-15. Our Hon'ble Chief Minister has welcomed and appreciated this railway

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\* Speech was laid on the Table

budget. The Railway Minister has announce various new schemes and new trains across India.

The Railway Minister introduced 58 new trains including 05 Jan Sadharan trains and 05 premium trains.

He has introduced 5 new trains for Tamilnadu State and 02 Pilgrimage trains to Melmaruvathur and Veilankanni during festivals seasons. It will really be helpful the people to visit these religious places during festivals. I appreciate the Hon'ble Minister for his new initiatives.

To ensure the safety of passengers specially for women passengers in trains and at stations across India, around 17,000 RPF constables are to be recruited and 4000 women constables for posting in all women's coaches. It is welcomed by the women passengers.

A Diamond quadrilateral to be launched for high-speed trains for connectivity between the four metros for which Rs. 100 Crore allocated for taking project forward. It is really to ease the passengers' traffic and improve the rail service in all metros.

Further the Railway Minister also announced 09 high speed trains which will help to reduce train journey hours and passengers time also.

The Hon'ble Minister has unveiled several innovative measures in the IT sector to increase the efficiency in functioning of the Indian Railways stations; ticket machines to issue 7,200 tickets per minute, CCTV at be installed to railway stations to monitor cleanliness at stations. I appreciate the Ministers initiatives and innovative ideas behind this.

A 'Cold Storage Godown' near Chennai to preserve vegetables and fruits is really a boost and encouragement to the vegetables and fruits growers.

The Hon'ble Minister has allocated Rs. 1785 crores for construction of road over bridges. My Coimbatore constituency has not been totally neglected and even a single project has been announced for this area. I felt some more new projects and new trains would be introduced for Coimbatore but the people of these area are totally disappointed. The following four daily floating trains may be introduced for the convenience of the public:

1. Coimbatore to Tiruppur (50 kms.)
2. Coimbatore to Palakkad (50 kms.)
3. Coimbatore to Mettupalayam (50 kms.)
4. Coimbatore to Pollachi (50 kms.)

If the above daily floating trains are not possible, the following electric trains may be introduced:

1. Palakkad to Tiruppur *via* Coimbatore and return;
2. Mettupalayam to Pollachi *via* Coimbatore and return.

Peelamedu Railway Station platform's length may be extended from 18 coaches to 24 coaches to enable to all express trains terminating at Coimbatore to stop at Peelamedu station which will enable the passengers to reach their homes without wasting their time and also avoid crowd at Coimbatore Junction.

Necessary steps may be taken to introduce more express trains to Chennai from Coimbatore.

A third electrified track may be laid between Coimbatore and Erode and a new line between Tiruppur and Karur. This will reduce the restriction faced in improving rail services from Coimbatore.

All Express trains running through Tiruppur to Palghat must terminate at Coimbatore Junction.

Toilets, lights and Platform roofing to be constructed in Singanallur and Irugur Railway Stations.

Podanur, Singanallur and Peelamedu Railway Stations may be expanded and provided additional basic facilities to make them serve better.

Widening of Second Front entrance to Coimbatore Railway station may be done by acquiring land near Collector's Office.

Stoppage may be provided for the Mettupalayam and Coimbatore train at Veerapandi, Pudhu Pudur and Tudiyalur Railway Stations and platform needs to be erected at these stations. It is the long pending demand of the people of this area.

Hence, I request the Hon'ble Minister to take necessary action to complete the above projects at the earliest.

With these words, I conclude my speech.

\*DR. PRABHAS KUMAR SINGH (Bargarh): I would like to request to include the following proposals/projects/demands for the developmental purpose of my constituency by the various ministries.

1. Construction of railway over-bridge at Jagannath Nagar railway crossing at Barpali, Bargarh, Odisha, where thousands of vehicles pass through daily from three districts namely, Bargarh, Sonepur and Boudh, creating lot of traffic problem.
2. Number of casualties daily occur due to unmanned railway phatak at several places in my constituency. Therefore, those railway crossings should be guarded properly.
3. Barpali, Bargarh and Jharsuguda railway stations should be modernized.
4. A special railway division office should be opened at Jharsuguda.
5. The following express trains should be halted at the Barpali railway station –

Train No.	Name of the Trains	
12994	Puri-Gandhidham (TU)	Weekly
12993	Gandhidham-Puri (SU)	Weekly
18405	Puri-Ahmedabad (TH)	Weekly
18406	Ahmedabad-Puri (SA)	Weekly
18107	Rourkela-Korapur (Express)	Daily
18108	Koraput-Rourkela (Express)	Daily
12835	Hatia-Yasbantapur (Exp) (Tu. Sa)	Weekly
12836	Yasbantapur-Hatia (Exp) (Tu. Sa)	Weekly
18473	Puri-Jodhpur (Exp) (W)	Weekly
18474	Jodhpur-Puri (W)	Weekly
18442	Ajmer-Puri (Thu)	Weekly
18441	Puri-Ajmer (Sa)	Weekly
18309	Sambalpur-Nanded	Tri-weekly
18310	Nanded-Sambalpur	Tri-weekly

\* Speech was laid on the Table

The following trains should be halted at Attabira station – Samaleswari Express; and Bolangir-Bhubaneswar inter-city.

6. Extension and opening of new trains – Even after 66 years of our Independence, the people of Bargarh and Bolangir are yet to get direct trains to New Delhi. So I request to extend Jammu-Tawi-Rourkela Express to Titlagarh. Besides, weekly thrice Amritsar-Visakhapatnam via Sambalpur, to Bhubaneswar may run through Sambalpur Titlagarh for the remaining day of the week. Again, I would like to request to run a new Bhubaneswar-New Delhi Rajdhani Express via Sambalpur daily. There is no morning train to Bhubaneswar from Bolangir. Therefore, Puri-Sambalpur inter-city may be extended upto Bolangir. Construction of double lines and electrification of Titlagarh-Sambalpur-Angul should be made to avoid heavy traffic. Another railway over-bridge may be constructed at Chowkipara Jharsuguda to avoid traffic problem.

Besides, I would like to take up the following proposals for action by various ministries:

1. Dhanu Yatra, the largest open-air theatre of the world held every year at Bargarh may be declared as a festival of national importance.
2. The district of Bargarh is enriched with tribal and folk culture. Therefore, a Tribal Museum may kindly be opened at Bargarh by the Ministry of Tribal Affairs for the preservation and exhibition of tribal art and artifacts.
3. Nrusinghanath is a famous center of heritage and eco-tourism. But unfortunately this site has not been properly given emphasis in the tourist map of India. Therefore, sufficient funds may be allocated for making it an important tourist destination in the country.
4. Mega irrigation projects at Padmapur and Bargarh sub- division and Jharsuguda district may be constructed to meet the apathy of drought prone farmers.
5. Cold storages should be set up at Bargarh district for the preservation of vegetables, etc.



6. New central schools to be opened at Brajarajnagar in Jharsuguda district and Padmapur in Bargarh district.

7. Sambalpuri/Kosali language may be included in the VIIIth schedule to the Indian Constitution.

[*Translation*]

SHRI RAMESH BIDHURI (South Delhi): Mr. Chairman, Sir, I rise to speak for the first time in this House. If I speak anything wrong, please excuse me.

Sir, I am thankful to you for giving me an opportunity to speak. You have given me five minutes, but I'll speak six or seven minutes. I'll certainly not take eight minutes.

HON. CHAIRPERSON: Several members are yet to speak.

SHRI RAMESH BIDHURI: Sir, the Members of the Congress Party and Trinmul Congress are sitting in front of me. Since yesterday, I find that they are making so much noise about the issues which are not mentioned in this budget. I would like to congratulate Sadanand Gowdaji that since independence, for the first time such kind of Railway Budget has been presented. There are some authentic papers in my possession. Earlier, E. Ahmed was the Minister, after that Mamta Banerjee came. Bandopadhyayaji is present here, Ms. Banerjee is not here. They were making a lot of noise. There were four ministers of Railways to whom I wrote letters. There is a railway colony in my constituency. There are one thousand five hundred flats there where people are leading hellish life. My letters written in the year 2009, 2010, 2011, were never replied. At that time, I was an MLA of Delhi. They never tried to provide facilities which should have been provided to Delhi or the people of this country by showing any kind of sincerity. I am just talking about the sincerity of the Congress people.

Second, steps like including 58 new trains and making world class stations have been taken ...(*Interruptions*) automatic closure of door and on pilot basis [*English*] Foot Over Bridge, escalators in all major stations, apart from facilities of shelter and toilets and other big initiatives. The Railways is proposing to give utmost priority to enhance the Budget allocation to 50 per cent, [*Translation*] which has been proposed by our government for the first time. Delhi earns a bad name

mostly because of uncleanliness of Railways. [*English*] Indian Railways would be made paperless within the next five years. [*Translation*] The government has taken e-governance and paperless work as a mission [*English*] Delhi will be connected with Agra, Chandigarh and Kanpur via high speed trains. [*Translation*] When you enter Delhi from Faridabad you find a station namely Tughlaqabad in Badarpur. This is the biggest station. This is the biggest yard of India. Mumbai, Kota, Mathura, Agra and North-East bound trains pass through this station. But just look at the condition of that station and the railway colony located there, where railway employees reside in one and half thousand flats. Railway employees are not getting proper facilities, roads are not navigable, there are no parks. For the last five years, the government has been saying that they have no funds. I provided 70 lakh rupees from MLA fund. But the Department of Railways could not spend even that fund which was meant for their employees. This Railway Budget should entail facilities like Delhi Metro. We have made a provision in Delhi Metro. If anyone litters Delhi Metro, penalty will be imposed for that - I would request hon'ble Minister of Railways that provisions like imposing a penalty of Rs. 50 or one hundred on those littering or spitting at railway stations should be made.

[*English*]

I welcome the fact that the Railway Minister has proposed to set up a Railway University of Technical and Non-technical subject. I hope the university is set up in Delhi. [*Translation*] Delhi is the capital of the country and the trains of the entire country necessarily get connected with Delhi. If you set up the University in Delhi the conditions in the capital will improve, otherwise the condition of the stations of Delhi i.e. Palam, Bijwasan, Shahabad is quite pathetic. The people coming from outside Delhi have settled down near rail tracks. They live along the rail line. When wife-husband fight, the son dies after coming under a moving train. There should be wire fencing of the Bijwasan-Shahabad track so that the people do not commit suicide in anger.

Similarly, Okhla Phase-1, Okhla Phase-2 are industrial areas. About one lakh people from Mathura, Noida daily visit that place in connection with their jobs and business, but even a foot-overbridge has not been constructed there. The Member of Parliament of that area

fooled people for the last five years. In each election agenda, he promised to construct that foot-overbridge.

Sir, I request the Hon'ble Minister who is sitting beside me, to pay attention towards constructing a foot-overbridge for connecting Badapur Metro to Pralhadpur Railway crossing and between Mathura Road and Harkesh Nagar Okhla Industrial Area because this Government is going to work on the motto of 'Minimum Government, Maximum Governance'.

Pappu Bhai has come and he is sitting here. He keeps on supporting them. No one cares for him, but he continues to support them. During the last 60 years, this party has only caused damage. If the Government takes such a decision, I would be thankful.

I support Hon'ble Minister for this Budget and his method of Budget preparation.

*[English]*

SHRI P.V. MIDHUN REDDY (Rajampet): Sir, I thank you for giving me an opportunity to speak on the issues concerning my State, Andhra Pradesh.

I am proud that Indian Railways cater to 17 per cent of the world's population and it is the largest employer in the whole world. Sir, the rail network is the lifeline of our economy.

Coming to the issues concerning my State, we never had a proper Railway Minister and great injustice has been done to us over the past few years. We request the hon. Railway Minister to take note of this point. The 13th Schedule of AP Reorganisation Act clearly states that Indian Railways shall, within six months, of appointed day (a) examine the establishment of a new railway zone in the successor State of Andhra Pradesh and take an expeditious decision thereon (b) examine the feasibility of establishing a rail coach factory in the successor State of Telangana and improve rail connectivity in the State and take an expeditious decision thereon and (c) The Central Government shall take measures to establish rapid rail and road connectivity from the new capital of Andhra Pradesh to Hyderabad and other important cities of Telangana.

Sir, I would like to bring to your notice that none of these have been mentioned in the recent Rail Budget

speech and priority has not been given to whatever had been promised in the Reorganisation Act.

Sir, there are 29 ongoing projects in Andhra Pradesh and Telangana at an estimated cost of Rs. 20,650 crore. Though the hon. Minister has told in his Budget speech that a Committee has been constituted to oversee these projects, we do not understand the sanctity of this Committee without a proper time frame and budget allocations in the Railway Budget.

I would like to bring to your notice one more point. Though we sought funds for important ongoing projects like Cuddapah-Bangalore line, Nandyal- Yerraguntla line, Venkatachalam – Obulavarpalli line which connects the important Krishnapatnam Port, Nadikudi – Kalahasthi line and Kakinada – Pitapuram line, not enough funds have been allocated to these projects. This paltry fund will be enough only to compensate the escalation costs and it is going to be a huge burden on the Railways in future.

The longstanding demand of setting up a loco shed in Nandalur of Rajampet constituency which is my constituency was not considered in spite of huge infrastructure lying idle there. There are a lot of sheds identified which can save a lot of money for the Railways if they start the work there as operations were done there earlier.

There is nothing specific mentioned in the Railway Budget about the temple town of Tirupati. The temple town of Tirupati is a very important town for Andhra Pradesh and a lot of pilgrims visit the holy shrine of Tirumala everyday. We agree that we need more funds. The hon. Minister was saying that they are running short of Rs. 26,000 crore. The investors who are going to come through PPP or FDI will come in only with the motive of making profits. So, it is going to increase the burden on the common people. Common people in this country feel that the railways is their own and that it is their personal carrier.

I appeal to the hon. Minister and the Union Government to come up with a time-bound action plan and do justice to our people. This is my first speech and I would like to thank my leader, Shri Jaganmohan Reddy garu, my parents and my constituency voters for giving me this opportunity.

DR. ANBUMANI RAMADOSS (Dharmapuri): Mr. Chairman, Sir, thank you for allowing me to speak on the Railway Budget 2014. The Railway Minister has confidently given the Railway Budget this year. He has focussed on modernisation, safety, cleanliness, high speed trains, milk trains, bullet trains, and then the Diamond Quadrilateral. All these are appreciative of his efforts. But at the same time we have to be cautious in the case of bullet trains. We know that in China, which has the largest linkage of bullet trains in the world, about 3,000 kms, except for one line between Shanghai and Beijing, all the other lines are incurring huge losses. So, while investing huge amount of money in these lines, we have to be a little prudent. At the same time, we need these high speed trains. So, we have to use our limited resources cautiously and judiciously.

I would like to appreciate his efforts towards modernisation, safety and cleanliness, which is a long-pending demand of this entire country.

Coming to Tamil Nadu, I would like to say that we feel ignored. The Minister has forgotten or ignored to protect the interests of Tamil Nadu. It has a population of more than 7.25 crore. But no new project has been announced. Only five new trains have been announced, out of which three trains are starting from Chennai which is a border of Tamil Nadu and another two trains which go into the interior of the State, are biweekly ones. So, we feel let down by the Minister.

There have been a couple of long pending projects in Tamil Nadu. One of the main projects is the doubling of Chennai – Kanyakumari line. This is not only the heart of Tamil Nadu but also connects the entire India, North to South. This has been ignored. We need to expedite this project and give more funds for that. Also, a project which has been pending for more than ten years is the Dindivanam – Nagri project, which goes to Andhra Pradesh, needs to be expedited. Nearly 25 per cent of that project has been completed, but there has not been much allocation this year. In Dindivanam – Tiruvannamalai line, where the people have not seen a train in that area, not a single track has been laid. The Chennai – Pondicherry line, for which the survey has been done and the approval of the Planning Commission has also been obtained, has also been ignored. The Chennai – Egmore linkage which has been approved

during the previous NDA Government has also been ignored. Then, regarding the Tambaram – Vilupuram EMU services, electrification for four laning, which will benefit about three lakh people, sufficient focus has not been given.

My constituency Dharmapuri is one of the backward constituencies not only in Tamil Nadu but also in the entire country. The constituency could be developed by the train connectivity. Dharmapuri town which is the headquarters of the district has been ignored. I would request the hon. Minister to look into the Morapur – Dharmapuri linkage, for which there was a train connectivity during the British period but later on removed, because this one small connectivity of 27 kms. will show a huge improvement and development of the entire district. So, through you Mr. Chairman, I would request the Minister of Railways to focus on this. For this 27 kms. connectivity, a survey was done in 2007 and it has been approved. The Railway Board has approved it. But, at the same time, unfortunately, the State Government could not give the 50 per cent fund and it has been ignored. So, through you, Sir, I implore the hon. Railway Minister to focus on this.

There is one district headquarters in Tamil Nadu where there is no train, no railway track at all so far. This is something which the hon. Minister must look into. It is Krishnagiri district and the district headquarters town of Krishnagiri has no railway linkage or connectivity.  
...(Interruptions)

SHRI K. ASHOK KUMAR (Krishnagiri): Sir, this is my constituency. I laid my speech on the Table of the House in which I have mentioned this also.  
...(Interruptions)

DR. ANBUMANI RAMADOSS: I am speaking on behalf of you and also on behalf of Tamil Nadu. I am sure the hon. Railway Minister will focus on that as well. This is my neighbouring constituency.

When the hon. Minister said that there is going to a lot of Private-Public Participation and FDI in the Railways, there has been a huge apprehension among the 1.3 million railway employees whether there is going to be privatization and all such things. I would like to convey the apprehensions of the employees to the hon. Minister through you, Sir. But, at the same time, I would

like to say that we need development in the country like the model of the Airport which has been modernized. I would like to appreciate that effort as well.

Lastly, taking into consideration not only the conscience of the House but also the people outside, the fare increase is too much. I would request the hon. Minister to bring down the railway fare hike so that the entire country is benefited.

With these words, I conclude.

*[Translation]*

SHRI RAJAN VICHARE (Thane): Hon. Chairman, Sir, India under the leadership of Pant Pradhan Narendra Mondiji is ready to for take a new leap. Hon'ble Railway Minister, Shri Sadanand Gowda has tried to give a plenty of facilities in the budget. Importance has been given to the safety of railway passengers, railway services, cleanliness in railway platforms and other important issues. Previous government had not increased the fares at all in view of the elections. The loss to railways kept on going up to the tune of crores of rupees, so the new government has increased railway fares. This budget seems to be a mix of happiness and sadness. The good news is that the railway passengers are going to get new provisions and new facilities, but it saddens us that this budget does not meet the expectations of the local people of Mumbai-Thane.

The Lok Sabha constituency from where I have been elected, has an importance in the history of railways in terms of Thane railway station. The first train of India ran from Mumbai C.S.T. to Thane and I represent this Lok Sabha constituency of Thane. Four years back, Thane was given the status of world class railway station by the hon. Ex-Railway Minister through the Railway Budget, but no work has been done in the said railway station in the last four years. Almost seven lakh passengers use Thane station every day. Ministry of Railways should give special funds for providing facilities at this station. 60 lakh passengers from Mumbai and Thane travel daily by local train. Their daily travel is like the English word 'Suffer' *i.e.* full of difficulties in view of the rising population today. More funds should be given to provide facilities in 76 railway stations of Mumbai local trains. Running 12 coaches local train instead of 9 coaches local train will provide the facility of carrying

more passengers but will the Ministry of Railways succeed in providing facilities to such a large number of passengers?

In view of the rising number of passengers at Thane railway station, the proposal for construction of a new station between Thane and Mulund stations has been pending for the last ten years. All of us, as public representative, were making efforts for construction of an extended railway station. Through our 'Sthanik Swarajya Sanstha' we spent at least two crore rupees for its survey, but the Government of Maharashtra did not pay any attention in this regard. Thus, it did not happen despite the provision of Thane railway station in the budget. Mumbai local train runs on AC mode of electricity ahead of Thane, so if it is converted to DC mode, the electricity expenditure will come down and the speed of local train will also increase.

Hon. Chairman, Sir, there is a need for installing lift and escalator for the passengers at all railway stations. There is resentment among the railway passengers on the issue of cleanliness at the stations. Train is run on the harbour line for going from Thane to Navi Mumbai. There are two railway lines on this route at present. There is a need for two or more railway lines there. An international airport is about to function in Navi Mumbai in future. Local train will go from Thane and reach there. Therefore, two or more railway lines are required for that place. The work related to provision of railway stations proposed for Thane-Vashi, Navi Mumbai train should be carried out at a fast pace. There is a provision of elevated rail route on this route from Airoli to Kalwa. The State Government has also given its approval for this work. Once this route opens at the earliest, the passengers going to Kalyan and the ones going from Navi Mumbai don't need to get down at Thane Station.

Ministry of Railways provides funds under passenger amenities (plan head 53) for the development of local stations of Mumbai. Last time, an amount of 200 crore rupees was given under passenger amenities for development of stations for the city like Hyderabad and an amount of 74 crore rupees was sanctioned for the facilities at the station like Mumbai-Thane. Passenger load is maximum in the railways in Mumbai. And Mumbai train passengers are the maximum revenue generating source, so they should get more facilities.

The first station for the Bullet train approved from Mumbai to Gujarat will be Thane. If this proposed station comes up near Thane station, the passengers will be benefitted.

We expect more facilities for the train passengers of Mumbai-Thane in this railway budget. I support this Railway Budget.

SHRI SUSHIL KUMAR SINGH (Aurangabad): Mr. Chairman, Sir, first of all, I would like to express my gratitude to you for allowing me to participate for the first time during 16th Lok Sabha in this important discussion on Railway Budget. I would like to thank the Hon'ble Minister that though he inherited a derailed railway system, he has mentioned that efforts will not only be made to revamp the railway system but to run the bullet train also to fulfill the dream envisaged by the Hon'ble Prime Minister, Shri Narendra Modi Ji. There is a saying: "think big and have determination, you will definitely achieve success."

Today everybody laments upon the mismanagement in Railways. But adequate attention is not given as to how a mismanaged railways can be turned into a well managed system, how we can increase the facilities in Indian Railways and ensure safety of passengers, cleanliness and supply of quality food. Everyone complains about Railways. I would like to state that only a little increase has been made in the fares, though it was the decision of the previous Government but it is being implemented now. A detailed discussion has taken place on it. I would like to remind that when facilities are increased, when four lane roads were constructed during the tenure of Hon'ble Vajpayeeji, people readily paid one rupee as cess on diesel and petrol. Nobody complained about that. The situation is same today. I appreciate the hon'ble Minister of Railways for it. I know a substantial amount of money is required to complete the ongoing railway projects. Therefore, he has not announced any new project or major railway line in his budget speech. I can understand the problem.

He has allocated a budget of Rs. 10 crores for Bihar-Aurangabad *via* A.N. Road railway project in my Parliamentary Constituency. I can understand the financial constraints but I would like to submit that ten crore rupees are not sufficient as compensation for land

acquisition. This amount may be increased. In future, if this line is extended from Aurangabad to Hazaribag *via* Dev, Dumaria, Imamganj and Chatra, it will provide a better railway connectivity to the people of both Bihar and Jharkhand.

I am thankful to Hon'ble Minister of Railways for providing four R.O.B.s in my Parliamentary Constituency. But, I do not know how by mistake the junction between Mugalsarai and Dhanbad, where the prominent grand chord line between Delhi and Kolkata crosses the National Highway No. 139 between Patna, the capital of my state and Aurangabad has been left. I would request to include it as sometimes the traffic jam remains there for hours.

A.N. Road is a major station in my district where unavailability of any rake point is hindering the trade. Paddy is loaded from this station at a massive scale. Earlier, sand was loaded from there but it has to be stopped in the absence of rake point. Availability of all these facilities will boost trade activities at this station. People will be facilitated as well as the railway's revenue will be increased.

Gaya is not only a place of national importance but an international pilgrimage centre also. Followers of Buddhism and Jainism visit here regularly so as the Hindu living in and outside the country visit here for 'Pind Dan'. People also visit here to worship Vishnupad. However, this station does not appear even as a regular station, let alone the facilities of modern station and of international standard. I would like to request that the station at Gaya which is a place of international importance should be developed into such a splendid and magnificent station that when international pilgrims and tourists visit here they take a different image of our country in their minds...*(Interruptions)*

There is no exclusive train from Gaya to Mumbai though thousands of people go from Gaya to Mumbai. I would be grateful to you if an exclusive train between Gaya and Mumbai is introduced. I would also like to mention that Dhanbad in ECR is a division in the country which earns maximum revenue for railways through loading of coal and other things. But there is no exclusive train from there to Delhi. An exclusive train from Dhanbad to Delhi will benefit the people living in Gaya,

Aurangabad, Sasaram and Bhabhua. I would urge the Hon'ble Minister to make this arrangement.

Delhi-On-Sone is also a major station where a railway line should be laid. A proposal regarding laying of a railway line is pending there for many years ...(*Interruptions*). It should be extended from Delhi to Robertsganj, Uttar Pradesh via Tilauthu, Rohtas and Nauhatta. Earlier this area was prosperous, however, today due to lack of employment opportunities, terrorism and lack of railway facilities, youth in this area are drifting away from mainstream. Railway facility will help them to move to other places in search of employment ...(*Interruptions*)

I am winding up while giving a suggestion to increase railway's revenue. Railway land is situated at prime locations in the major cities of the country. Railway can earn millions as revenue if this land is utilized for commercial purpose which would help in completing the pending railway projects.

Hon. Chairman Sir, in the end, I will conclude with one more suggestion about Intercity Express which goes to Patna from Bhabhua while crossing five to six districts. Patna is the capital of my state. I am not pressing to introduce a new train. I just want to submit that this train should be rescheduled so that it could reach Patna at 10 o'clock via Bhabhua, Sasaram, Dehri, Aurangabad and Gaya. Then, it should start at 4 o'clock from there so that people could reach Bhabhua by 9 o'clock. Mr. Chairman Sir, thank you for giving me an opportunity to speak.

[*English*]

\*SHRI B. SRIRAMULU (Bellary): NDA Government under the leadership of Hon. Prime Minister Shri Narendra Modiji came to power at the Centre and hon. Railway Minister Shri D.V. Sadananda Gwoda presented its first railway budget. Railway budget is equally important as General Budget for the country. Hon. Railway Minister has made very good efforts to give right direction to the Indian Railways by introducing various new projects.

Railways is the cheapest transport of the country. Hon. Minister has given a comprehensive statement of day to day expenditure and income of the Indian railways. There are a number of new railway projects which remained in the budget paper only. The Government needs at least Rs. 5 lakh crores to complete the pending railway projects. It is the need of the hour to give serious thought to the ways and means to mobilize such a huge fund from various sources including its own revenues.

For the first time in the history of Indian railways, the Government of India proposes to establish a Railway University. India is known for having a largest railways in Asia. An University for Railways would certainly help to improve skills and Technological Development of Indian Railways. I would like to request the hon. Minister for Railways to set up Railway University at Bellary district in Karnataka as it is a very backward area. An university of Railways would help the district to trigger all-around development.

I welcome the steps taken up by the hon. Railway Minister to check the atrocities committed against women commuters during their journey. It certainly would bring good name to the Government.

I also welcome the announcement of a bullet train to run between Mumbai and Ahmadabad. New train to connect pilgrim centers like Pandarapura and Rameshwaram. Introduction of a new train to spread the values and messages of Swami Vivekananda, etc. is quite appreciable.

In the first NDA Government under the leadership of Shri Atal Bihari Vajpayee, the Golden Quadrilateral was introduced to connect the major cities of the country. Similarly, now Diamond Quadrilateral railway project is announced in this railway budget. The railway budget has mentioned that some important railway projects would be taken up with the help of FDI and PPP. I request all the hon. Members of the House to extend cooperation to the efforts of our NDA Government. Hon. Minister for Railways has presented his first budget keeping in view all limitations of resources in mind. As far as Karnataka state is concerned, the railway budget 2014-2015 has made some efforts to do justice. The announcement of a railway line between Gadag-Bijapur-Bagalakota would help to connect both the states of Karnataka and

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\* English translation of the speech originally laid on the Table in Kannada.

Maharashtra. The announcement of trains to run between Bangalore and Ramanagara, Bangalore and Tumkur, Bangalore and Mysore would certainly ease the huge traffic in these cities.

Announcement of Suburban rail to Asia's rapidly developing Bangalore city would help daily commuters and decongest roads and highway. I appreciate the farsighted decision of the NDA Government.

Announcement of new railway projects would not be enough. Arrangement of funding is also very important. Understanding these facts the hon. Railway Minister has clearly stated in his budget speech that the railways projects would be taken up with the help of FDI.

Hon. Minister has also said that bringing FDI is a difficult task in the initial years but there will be no problems in future.

I would like to point out that the railway budget presented by Shri Sadananda Gowda ji has not made any false promises. He has taken every aspect into consideration including financial constrains before presenting his budget. Therefore, in my view it is a development-oriented and pragmatic budget.

I welcome the announcement for survey of the new railway lines and new express trains for Karnataka.

SHRI N.K. PREMACHANDRAN (Kollam): Thank you, Mr. Chairman, Sir. I rise to oppose the Railway Budget proposals for the year 2014-15 mainly on three grounds. The first one is the aspect in respect of privatization; the second one is the fixation of priority; and the third one is the discrimination to certain States.

The first point which I would like to highlight is, as just now my learned friend has cited, the Indian Railways is the lifeline of Indian economy and Indian infrastructure. It is a proud and prestigious organisation of the nation and it is playing a pivotal role in maintaining the unity and integrity of the country. For such a very important organisation like the Indian Railways, the message, the indication, the crux of the Speech of the hon. Railway Minister is that it is going to be privatized. It is in the sense that it is going to be privatized by three ways. First one is through FDI, second one is through Private Public Participation (PPP) and third one is through outsourcing. These are the three methods by which

Indian Railways are going to be privatized. Definitely, even the hon. Railway Minister is very proud to say that 23 million passengers per day are using the Railway service. Over one billion tonnes of freight traffic is there per year, and 1.31 million employees are working in the Indian Railways. In the global scenario also, railway connectivity wise, Indian Railways are having the 4th place in the world. Privatizing such a big and prestigious organisation of our nation cannot be even thought of.

Also the Minister in his Budget Speech has used three terms. One is commercial enterprises versus welfare organisations. Second is, commercial viability and social viability. Combining these two factors, he has stated very good words, that is 'the decade of golden dilemma'. 'The decade of golden dilemma' means the Railway Ministry is in a dilemma whether it is to continue as a commercial enterprise or whether it is to act as a welfare organisation as far as the country is concerned. So, such a dilemma is being described as 'the decade of golden dilemma'.

In respect of the social responsibility, the Minister's speech goes to show that 16.6 per cent of the gross traffic receipt is being used for social welfare activities. My question is this. In a large country like India having 126 crores of population and out of which 30 per cent still lives below the poverty line, spending Rs. 20,000 crore, that is 16.6 per cent of the gross traffic receipt for social welfare activities, is that a big amount? It is the social responsibility of the country to serve its people. Or it is the bounden duty of the Indian Railways, the country to dedicate this social service organisation to fulfil the social obligations. My point is this. If FDI comes, if PPP comes or if it is being outsourced, what would be the fate of the poor passengers? It is very strange to see that out of the 23 million people who are using Indian Railways, 90 per cent of the people are the ordinary people, the common man. If FDI comes into the picture, if PPP mode comes into the picture, what would happen to the common people, the toiling masses of this country? So my point is, please review the policy of the Indian Railways in respect of FDI and PPP. Do not privatise this big organisation. This is my first point.

**15.00 hrs**

My next point is regarding the priorities to be fixed. We are not against the bullet train and high speed rail

corridor. What is the amount going to be spent on that? It is Rs. 60,000 crore. Such a huge amount is going to be spent for the bullet train from Mumbai to Ahmedabad and for the high speed corridor an amount of Rs. 9 lakh crore is required. What would be the result of it? We have to consider the existing railway infrastructure.

In this regard, I am putting three main suggestions to the hon. Railway Minister. The first suggestion is to rehabilitate and strengthen the existing railway infrastructure and then go in for new projects. The second suggestion is to augment the existing capacity by means of doubling the lines. The third suggestion is that the market share of freight traffic of the Indian Railways is below 31 per cent, so, give due preference to enhance the market share of the Indian Railways in respect of freight traffic.

I come to the resources available with the Indian Railways. I do appreciate the views of hon. Railway Minister in respect of resource mobilisation. The hon. Minister has cited the point that the Government has to find out the resources from the Public Sector units of the Railways, and investible fund has to be utilised. I fully support and endorse his view. But along with that, I would like to make another suggestion. The hon. Minister can also think of having investment of other public sectors like Steel Authority of India, etc. These are the suggestions which I would like to make to the hon. Minister. If we think in such a positive way, definitely, the FDI and PPP can be avoided and Indian Railways can be strengthened.

Sir, I would not like to go into the details of my State. My learned friend from Kerala has already cited all these issues. In this Budget, there is a total neglect of my State Kerala. I am not going to repeat any of them. Out of the 58 proposed trains, there is no train for Kerala. There would be 15 line surveys but none for Kerala. There are proposals for doubling of 10 railway lines but none of them belongs to Kerala. There is a proposed Diamond Quadrilateral Network of High Speed Rail Network but not a single city of Kerala is included in it. There is also nothing for Palakkad Coach Factory and Cherthala Wagon Factory. As far as ROBs are concerned, not a single ROB is proposed in Kerala. All the MPs of Kerala both LDF and UDF met the hon. Minister. His response was very positive. We hope that some positive assurance will be given in the reply of the hon. Minister.

Sir, I want to make two points regarding my Constituency. I represent Kollam Constituency. It is a city of cashew. Kollam Railway Station is the first railway Station in Travancore. So far it is not modernised. I request you to declare Kollam Railway Station as the model railway station with a new terminal. The entire House is well aware of Sri Dharmasastha temple at Sabarimala. It is just 50 kilometres away from the Sri Dharmasastha temple at Sabarimala. Thousands and thousands of devotees visit that place. Let Punalur Railway Station be declared as a destination to the Sabarimala pilgrim centre and other amenities may also be provided to them.

I hope that a declaration or a response from the hon. Railway Minister would come in respect of Sabarimala Temple and three other temples – Achankovil Sri Dharmasastha Temple, Aryankavu Sri Dharmasastha Temple and Kulathupuzha Sri Dharmasastha Temple. All the temples are connected with Sabarimala. These all are very near to the Punalur Railway Station. So please declare it as a pilgrim centre.

With these words, thank you very much.

*[Translation]*

SHRI ABHISHEK SINGH (Rajnandgaon): Hon. Chairperson, Sir, I would like to thank you wholeheartedly for giving me an opportunity to speak on an important issue like Railway Budget in my maiden speech.

I would like to thank Hon. Railway Minister and the Prime Minister of India, Shri Narendra Modi Ji under whose leadership the Railways has presented a multi-dimensional, balanced and visionary budget before the country.

Sir, I belong to Chhattisgarh. This State was formed on 1st November, 2000 with the blessings of Hon. Shri Atal Bihari Vajpayee Ji and it has played an important role not only in its own development but also in the development of the country by utilizing its natural and mineral resources in a better way and moving towards self dependency since then till date.

**15.06 hrs**

(DR. RATNA DE (NAG) *in the Chair*)

For example, I would like to state that our State is a very small State, but its forest cover is double as



compared to the forest cover of the country. This small State supplies 20 per cent steel, 30 per cent aluminum, 16 per cent coal and 17 per cent iron ore to the entire country. Chhattisgarh feels proud when the ships made of steel float at the ports of the country. It feels proud when high rise buildings are constructed in the cities and metropolitans of the country using the cement of Chhattisgarh. Chhattisgarh is called 'Dhan ka Katora'. Today, when the PDS (Public Distribution System) of Chhattisgarh is set as a role model for the entire country, we feel very proud. Besides it, I would like to say that South Eastern Central Railway zone, the headquarter of which is situated at Bilaspur, is the highest profitable zone of Railways across the country. Sixteen per cent revenue of the Indian Railways comes only from Bilaspur Railway Zone. Despite this, there are various districts in Chhattisgarh which are lacking development and do not have railway facility. Chhattisgarh has emerged today as a major centre of naxalism and ante-democratic fight of the country. Today, there are 11 districts out of 27 in our State where there is no railway facility. Only 19 kilometers of rail line has been constructed since its formation. The density of railway in Chhattisgarh is less than half as compared for the convenience of the passengers, rather the area where the railway facilities are expanded, move forward in the field of development, employment and business opportunities and getting connected with various parts of the country. In this connection, I would like to mention some major demands of my State and my Parliamentary Constituency before the Hon'ble Minister. Chhattisgarh could be divided into three parts from the Railway point of view- South, Central and North. The Southern region is affected from naxalism. A railway project was sanctioned for survey in 1995-1996 from Dallirajhara to Raoghat and from Raoghat to Jagdalpur. In the Central part, the survey work on a 230 kms long rail line from Dongargarh to Khairagarh, Khairagarh to Kavardha, Kavardha to Pandariya, Pandariya to Mungeli and Bilaspur has been completed. With the completion of this rail line, the burden of rail line from Dongargarh to Bilaspur via Bhalai would reduce and thus railway facility would get extended to two new districts. Moreover, our region rich in mineral resources, will also prove to be beneficial for the railways. I demand a high speed MEMU train for working daily passengers of Rajnandgaon district for Raipur from

7:15 AM to 10:15 AM. Bortalab station of my constituency is the last station of Chhattisgarh and it is in Nagpur railway division at present. I request to include it in Raipur division.

Hon. Madam, Dongargarh is a major centre of religious tolerance and tourism in Chhattisgarh. Important pilgrimage centres of not only Hindu religion but of Buddhist, Jain and Christian religion are also situated there. I hope Dongargarh should be developed as a terminal not only for the convenience of the passengers, but for this purpose also so that Dongargarh could be served as a mega tourist destination and mega religious destination in the country. In the north part, the survey work on 312 kms rail line has been completed. This is very important for Jashpur district. Raigarh is an important industrial centre of our State. In 1998, the then Railway Minister had announced to develop it as a terminal. But this work is still awaited. In Central part, Intercity express had been announced to be started for Korba and Raipur. It was run for three to four months and then it was terminated. I want to request to reintroduce it.

Besides it, there are various trains which pass through Rajnandgaon and people of this area have been continuously requesting for stoppage of these trains, Some of these trains are Hatiya Lokmanya Tilak Terminal train No. 12811/12812, Mumbai to Howrah Gyaneshwari Express train No. 12101/12102, Howrah to Shirdi train No. 22893/22894, Darbhanga to Hyderabad and Raxual train No. 17005/17006, Puri to Surat Express and Puri to Gandhinagar Express.

At last, I would like to give two more suggestions. Chhattisgarh is a naxal affected area. Naxalism is spreading its tentacles not only in Chhattisgarh but also in the entire country. I would like to request you on behalf of all the districts affected by left wing extremism that each such district should be connected with railway network. Every district of the country should be connected with railway network in future, if possible.

[English]

\*SHRI ANTO ANTONY (Pathanamthitta): I submit the following requests to the Government with regard to enhancing rail connectivity and facilities in Kerala.

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\* Speech was laid on the Table.

First of all, I request the Government to kindly do the needful in materializing the Sabari Rail Project. Proposed Sabari Rail Project connects Sabarimala with Indian Railway network. Sabarimala is unique in the country for many reasons. Around for crore devotees of Lord Ayyappa pay pilgrimage to the Sabarimala Shrine every year. Overwhelming majority of devotees come from outside Kerala including North Indian States. Another commended reason behind the pilgrimage to Sabarimala is its promotion of communal harmony. At present, there is no railway line to connect devotees with the Sabarimala Shrine. Therefore, the Government of India sanctioned this dream project in the year 1997-98.

Even though it is a dream project, the proposed Sabari Rail is delayed due to various reasons. Railway Budget 2014-15 does not mention about the follow up works regarding the Sabari Rail. Therefore, not even a single paisa has been earmarked in this regard. During the presentation of Railway Budget 2013-14 the then Railway Minister signaled a positive nod toward the Project by declaring the provision to carry out detailed survey from Erumeli to Thiruvananthapuram. People in Kerala believed that the Rail Budget 2014-15 would have enough provisions to further advance the status of the Project. However, it did not happen. Therefore, I request the Government to kindly allocate sufficient fund for survey regarding the Sabari Rail.

According to the existing norms, the State Government of Kerala has to bear 50 per cent of the total cost of the project. It is estimated that the State Government of Kerala has to spend Rs. 900 crore for the Project. However, the State is not in a position to bear this huge amount. Implementation of Sabari Rail Project is delayed for these reasons. Therefore, I request the Government to consider Sabari Rail Project as a unique one and implement it as a Government of India's fully funded scheme.

Another demand I submit before the Government is to upgrade Tiruvalla Railway Station in to a World Class Station in the public-private-partnership (PPP) mode. Tiruvalla is the only railway station in Pathanamthitta district in Kerala. It is the nearest railway station to Sabarimala. Strong presence of NRIs and land availability are the advantages for the development of Tiruvalla Railway Station. Despite these factors, potential

of Tiruvalla Railway Station remains unutilized. This should be changed. Modernizing Tiruvalla into World Class Railway Station in the PPP mode will bring a lot of revenue to the Indian Railways without any cost and risk. Above all, it will be beneficial to the people in Pathanamthitta district. Therefore, I request the Government to kindly take a positive step in this regard.

Forming a Peninsular Railway Zone for Kerala has been a long standing demand of the people. Peninsular Railway Zone was assured to Kerala by the Government of India during the formation of Salem Railway Division. However, the demand has being ignored or neglected since then. Therefore, I request the Government to take a favourable action for carving Peninsular Railway Zone for Kerala.

Rail network across the State of Kerala has been over-utilized and congested. Hon'ble Railway Minister has also pointed out this reason for not granting new trains to Kerala in his maiden budget. This is true; railway network in Kerala is over-crowded and congested. We need more railway lines and doubling of the existing routes. However, the fact is that the Government allocate a meager amount for land acquisition in Kerala. As a result, the State Government fails to acquire and surrender sufficient land for rail projects in Kerala. Our Chief Minister Shri Oommen Chandy has already requested the Government of India to grant sufficient fund for land acquisition for railway projects in Kerala. Having understood the realities in this regard, I also request the Government to kindly allocate sufficient fund for land acquisition for railway development projects such as laying new lines and doubling of existing routes.

The State Government has submitted a proposal for a suburban corridor rail project in Kerala on the Thiruvananthapuram-Chengannur-Harippad route. As you know, suburban services provide hassle-free travel for short-distance rail passengers. These kinds of high speed trains will be a solution to traffic congestion and pollution to a great extent. Therefore, I request the Government to kindly consider the proposal of Kerala in this regard.

A Coach Factory was announced to Kerala during the presentation of Railway Budget 2008-09. The proposed factory is setting up in Palakkad district. The State Government has handed over 230.10 acres of land

to the Government of India. The Project needs further financial assistance from the Government. However, there has been no mentioning about Palakkad Coach Factory in the recent Rail Budget and hardly any fund allocation accordingly.

In the same manner, the proposed Wagon Factory in Kerala also has been neglected in the Railway Budget 2014-15. 78 acres of land is readily already in hand for setting up the Wagon Factory in its identified location at Cherthala in Alappuzha district. Therefore, I request the Government to expedite processes in setting up Coach Factory at Palakkad and Wagon Factory at Cherthala.

Before I conclude, I appeal to the Government to consider long standing demands such as to augment the number of coaches on existing trains, completion of electrification works, elimination of level crossings and construction of over bridges and footbridges. I hope the Government will favourably consider these requests for ensuring the best service to the railway passengers.

SHRI KESINENI SRINIVAS (Vijayawada): Hon. Madam Chairperson, I am thankful to you for giving me this opportunity to deliver my maiden speech today on the Railway Budget in this temple of democracy.

I am greatly indebted to my leader Shri Chandrababu Naidu and the people of my Constituency Vijayawada for having chosen me to represent them in this august House.

Madam, I appreciate the efforts laid down by the Railway Minister, Shri Sadananda Gowdaji in presenting a Budget, which is progressive and capable enough to place one of world's largest railway networks back on the development track.

A lot of new initiatives like setting up a railway university, Innovation and Incubation Centre etc., would surely help in much needed technology upgradation and research to provide a safer travel to millions of passengers commuting daily on Indian Railways.

Madam, I also welcome the various steps taken by the Railway Minister to improve the passenger amenities at railway stations and on board trains. Providing good sanitation, setting up of escalators, elevators and FOBs, creating of WiFi zones, work stations in long distance trains, better passenger waiting lounges, hygienic food,

etc., are all on the Minister's agenda. Steps like these would surely generate positive comments from passengers.

I am also happy to note that the Indian Railways carry more than a billion tonnes of freight every year and would soon be the largest freight carrier in the world. Boarding a bullet train had been a dream for many in our country and we are happy that it would soon be fulfilled with the introduction of a bullet train route between Mumbai and Ahmedabad.

During the first NDA regime under the leadership of Shri Atal Behari Vajpayee, the country was gifted with an express highway network, "The Golden Quadrilateral" and now under the leadership of Shri Narendra Modi Ji, a proposal to create an Express Rail Network namely, "The Diamond Quadrilateral" connecting all the metro cities will enhance the connectivity across the country. A proposal to introduce high speed train with speeds between 160 and 200 kilometres would drastically reduce travel time and benefit millions of passengers.

Now, coming to my State, as I have mentioned earlier, the people are passing through a very difficult phase and are greatly in need of support from the Central Government. The Railway Budget, I would say in the context of my State, has been a 'mixed bag'. We would have been happier if the Railway Minister has been a bit more generous. I thank him for announcing a new daily train, AP Express connecting my constituency, Vijayawada, with the National Capital, New Delhi and also for a few more trains like the Vizak-Chennai weekly Express Train and other weekly trains. We also welcome the proposal to set up a new co-ordination committee to monitor various ongoing projects in my State.

The people in my State were eagerly waiting for the announcement of a new railway zone to Andhra Pradesh, which was promised to us during the bifurcation. We were demanding that a new railway zone needs to be set up with Divisions of Vijayawada, Visakhapatnam, Guntur and Guntakal. Agitations have been going on for many days in many parts of the State for the fulfillment of this demand. Me and my colleagues in the Parliament have also met the hon. Minister and requested him to make an announcement in this regard at the earliest. We expected that there would be a mention on this in his Budget

speech but we are a bit disappointed that it did not happen so.

An initiative to improve rail connectivity to ports in tandem with the Sagar Mala Project would boost freight movement and help in efficient freight management at ports. My State, Andhra Pradesh, has the second largest coastline in the country covering 960 kilometres with a lot of new ports under development. We request the hon. Minister to enhance rail connectivity to these ports under this initiative.

The State of Andhra Pradesh today requires a lot of new infrastructure to be created in the form of new railway lines, doubling of existing lines, upgradation of facilities at railway stations, developing new satellite stations in cities like Vijayawada, Visakhapatnam, Guntur and Tirupati. One such example is the city of Vijayawada which is the largest railway junction in South India with more than 250 Express Trains passing through it daily and passengers to the tune of 1.5 lakh board different trains everyday.

The Vijayawada Railway Division alone generates more than Rs. 3000 crore revenue every year. Due to lack of satellite railway stations in the city, the existing station is under huge stress and these days the trains are getting delayed due to the non-availability of platforms though there are 10 of them right now. The people of Vijayawada have been demanding development of satellite railway stations at places like Gunadala, Ramavarappadu, Rayanapadu and Singhnagar. We wish the Railway Minister takes a note of these issues and addresses them in future.

The city of Vijayawada in the present scenario post bifurcation needs better connectivity with major cities across the country and new trains to Mumbai and Ahmedabad in the West Coast, Bhubaneshwar and Kolkata in the East Coast and Bangalore, Mysore, Coimbatore, Cochin and Thiruvananthapuram in the South, etc., would fulfil the travel requirements of the largest commercial hub of the State of Andhra Pradesh.

Connectivity of Rayalaseema region with other parts of the State is also very essential. The people in this region have been suffering for years due to lack of proper rail connectivity with places in coastal Andhra. We request the hon. Railway Minister to consider this issue

positively and create rail infrastructure between these two regions in the State.

With these words, I, once again, thank you, Madam and conclude my speech.

*[Translation]*

\*SHRI DEVENDRA SINGH 'BHOLE' (Akbarpur): I want to express my views supporting the Rail Budget presented by hon'ble Minister of Railways. Being student of the first year of this House, I apologize in advance in case I commit any mistakes.

1. I am very-very grateful to hon'ble Minister of Railways for starting high speed train in Kanpur which falls in my Parliamentary Constituency. Hon'ble Minister is introducing new series of high speed trains - a first for the country which is like encouraging the development of the country along with the economy and the Railways.
2. The construction of rail corridor to strengthen the economy will facilitate cheaper and quicker transportation of goods and save the consumers from the impact of price rise.
3. By connecting religious places, this Budget will strengthen the cultural and emotional unity of the country on the one hand and also encourage tourism on the other.
4. Exploring the possibility of train connectivity for Badrinath and Kedarnath is an important and commendable step by the hon'ble Minister of Railways and the incumbent government in the direction of respecting public feelings.
5. Several passenger amenities have been announced for railway stations but arrangement of (R.O.) drinking water will benefit the people at large and save them from the ill effects of polluted water.
6. Rura is an important station between Delhi-Kanpur under district Kanpur Dehat headquarters in my Parliamentary Constituency, Akbarpur. Providing district level facilities at Rura station to facilitate to and fro travel to headquarters would

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\* Speech was laid on the Table.

be a very important step for the people of my area.

7. Earlier the work related to the electrification of rail line from Kanpur, Anwarganj to Kalyanpur was completed. There is a need to extend it up to Mandhana-Bithoor because Bithoor being a historical, cultural and religious place has great importance in the country and the world. Therefore, please make the imperative rail line up to Bithoor functional by electrifying this line to encourage tourism and development.
8. Kalyanpur Railway Station is located on G.T. Road which often causes massive traffic jams due to excessive vehicles. As a result, serious patients and needy people face difficulty. Hence, there is a need to construct an overbridge at Kalyanpur. Keeping in view the public interest also, an overbridge appears to be essential.
9. Connecting Kanpur-Etawah rail line, announced in the Rail Budget with Auraiya, Bhognipur, Kanpur Dehat, Ghatampur, Kanpur city, Jahanabad, Bindki Fatehpur of district Fatehpur would connect lakhs of people directly with Delhi-Howrah rail line and reduce pressure on Delhi-Kanpur line on the one hand and ensure development of several other rivers including our important Yamuna river as this region is often best with the problem decoits, due to its adverse geographical condition, which could be tackled effectively.

In the end, I welcome and support the Rail Budget presented by Hon'ble Minister of Railways.

\*SHRI SANJAY HARIBHAU JADHAV (Parbhani): I would like to draw your attention to the following demands related to Purna railway junction of my Lok Sabha constituency district Parbhani:

1. No staff of crew-booking lobby/running should be transferred from Purna in any circumstances. The staff of this place should not be posted in Nanded in the name of new creation. It is highly improper to play with the feelings of Purna people under the pressure of people of other regions and this will

invite discontent/resentment. Therefore, railway administration should carry out maximum expansion of Purna junction related to Crew Booking lobby. Crew booking lobby in Nanded will be in violation of railway safety and findings of the Railway Board. I believe that the question/problem of lobby is the creation of Nanded railway division officers. Therefore, these officers will be wholly responsible for any incident taking place in this regard.

2. Why has the ticket checking staff been transferred? Ticket checking staff related to commercial department housed in Purna has been transferred to Nanded and other places. Checking staff even for the trains originating from Purna junction is coming from Nanded. This is improper and inconvenient. Why is the railway administration doing this thing? The said staff needs to be posted as before.
3. G.R.P. Police station has been functioning in Purna well before independence and it has been transferred to Nanded temporarily due to 'guruta gaddi diwas.' Railway administration had given assurance to revert it to Purna after the celebration is over. But, it is still functioning in Nanded which has given rise to the question of railway/passengers security in Purna. Crime is increasing. GRP police station should be shifted back to Purna.
4. Railway employees should be given facilities. Education and health facility used to be provided in a better way in Purna but for the last several years, education facility here has been disrupted. Sub-divisional hospital is in a very bad condition. Railway administration has itself shrunk the basic facilities and these facilities are not available, so the employees are making complaints. Railway administration is responsible for all this. This is injustice against Purna. Modern facilities should be provided from the point of view of schools, colleges and hospitals so that the employees are not inconvenienced.
5. Home diesel loco shed should be made functional. Home diesel loco sheds were set up in

South Central railway after replacing steam loco sheds. For example, setting up of home diesel loco shed after replacing the already functional steam loco shed in Gontakal, Gutti, Kazipet, Lallaguda, Viyawada and Purna was justified but South Central Railway administration deliberately ignored Purna town. Steam loco shed were functional in Purna, Akola, Jalna, Khandwa and Manmad district of Marathwada region. Home diesel loco sheds were not set up in any place here as replacement. What is the reason for the same? What is it if not regional bias? Was it not convenient for the railways? We have been trying to apprise the problem in this regard to the Railway Administration at every level for the last 20-25 years, but even then it is being neglected. Now, this injustice will not be tolerated.

We demand that a proposal for setting up Home diesel loco shed in Purna should be sent to the Railway Board through Nanded Railway administration and it is necessary to make a clear mention in the proposal that home diesel loco shed is absolutely necessary and will be convenient.

6. Railway Accident Relief Medical Van should remain located in Purna as it is a railway junction, and an intermediary center. So, presence of said medical van here will be convenient in emergency situation.
7. Railway passenger and freight car should be located in Purna. Repairing facility of passenger trains and goods train passing through Marathwada region is not available in Nanded railway division. So, this facility should be set up in Purna.
8. A fast train from Nanded to Mumbai needs to be introduced.
9. Double track should be constructed from Manmad to Mudkhed so that the time of journey can be reduced.

SHRI SUNIL KUMAR SINGH (Chatra): Madam Chairperson, I am grateful to you for giving me an opportunity to speak for the first time in this House on an

important subject like Railway Budget. This is my maiden speech in the House. While keeping a balanced, pragmatic and prejudice-free, inclusive approach and with the aim to face the global challenges, this budget has been prepared with a view to fulfill the dream envisaged by Hon'ble Narendra Modi to make India a better country in the world. I congratulate the hon'ble Minister of Railways, Shri Sadanand Gowdaji and the hon'ble Minister of State in the Ministry of Railways, Shri Manoj Sinha for it. I would like to have more time and attention on railway budget, but I know that there is paucity of time, therefore I would confine myself to the specific points only.

The members of opposition have criticized this Railway Budget. I would like to tell them that the budget was presented on 8th and if they go through the headlines of the newspapers published on 9th, they will come to know about the people's reaction, views of the youth and the society on it. For the first time, while accepting the global challenges before us, we are heading towards a long journey to make India a better country in the world. I will not go into the details but I would like to mention that we all know that despite having commercial goals, railway works as a welfare organisation. The railway will survive and benefit the society only when there is viability in its operations. This time, the railway has fulfilled its social responsibilities by incurring more than twenty thousand crores on low cost projects.

Madam, I would like to mention only the salient features of this budget. On one hand, the budget stands for safety and security and on the other, it has made all efforts to complete the projects in the country. I would like to tell you that half of the projects remain incomplete. Better passenger facilities have been provided in terms of catering, sanitation, cleanliness, and toilets. Our friends have opposed the PPP and FDI for mobilizing resources. I would like to ask them whether they want FDI for chocolate, ice cream, soap and oil. Is FDI investment not required for the basic of infrastructure we need for the progress of the country? Their intention should be clear. For the first time, some steps have been taken for "Agri fate". Fruits and vegetables worth 44 thousand crores get damaged in our county.

[English]

HON. CHAIRPERSON: Hon. Member, please conclude. The time is limited.

[Translation]

SHRI SUNIL KUMAR SINGH: Madam Chairman, I would also like to submit that I have got four to five opportunities to speak in the House, but I could not speak because of the pandemonium in the House. A person gets elected after hard work of 35 years but seldom gets the opportunity right from the beginning, but fell prey to the chaos in the House. Therefore, I request you to give me more time.

[English]

HON. CHAIRPERSON: Hon. Member, now it is not possible. There are many Members who wish to speak.

[Translation]

SHRI SUNIL KUMAR SINGH: Madam Chairman, now I would express my views about my constituency only. My friends have given suggestions about the steps which should be taken for BPL areas. I hail from an area which is at the top in the list of areas hit by extremism. Chatra is highly affected by extremism. Kindly provide railway connectivity to Chatra.

[English]

HON. CHAIRPERSON: Hon. Member, please conclude.

[Translation]

SHRI SUNIL KUMAR SINGH: Madam Chairperson, kindly listen to me. No other line passes through Burvadeeh railway junction in my area. The scheme formulated during pre independence is still pending. I am saying this because the railway line between Barvadeeh and Chirimeri was planned during pre independence era. Kindly get it completed. ...*(Interruptions)*

[English]

HON. CHAIRPERSON: Hon. Member, please sit down.

\*SHRI MOHANBHAI KALYANJIBHAI KUNDARIYA (Rajkot): I would like to congratulate the Hon. Minister of

Railways for presenting his maiden budget under the able and efficient leadership of Sh. Narendra Modi ji.

I would like to bring to the kind notice of the Railway Minister the long term pending demand of the people of Saurashtra region for doubling the railway track from Rajkot to Surendranagar. This issue was raised up several times during the tenure of previous government also, but nothing was done on their part.

The earlier government is all to blame for the constant extreme negligence of such a popular demand by the people of Saurashtra, which is in no way economically unviable.

It is understood through the various passengers organizations and chamber of commerce that due to the heavy passenger traffic of trains, the railway tracks are being over-loaded in use and causing inconvenience for the people. It is known that 140% of railway single track is being used for movement of trains at present. It may be always unhealthy to use over utilized than the permissible.

You are well aware that the Rajkot is central place to connect the tourism circuit. It is always observed that the residents as well as the religious passengers feel uncomfortable to get the proper connectivity for their further journey due to non-availability of additional trains due to single railway track.

It will be grateful for your intervention to intimate the Ministry of Railways to decide the doubling of railway track from Rajkot to Surendranagar favourably and on priority and oblige the people of Saurashtra.

It is important to bring to the notice few more works that the execution work of RUB at Rail Nagar near Rajkot Railway Yard was awarded by Dy.CE, WR Ahmedabad of which the estimated cost was revised upto Rs. 17.49 cr but the execution of work is still pending and now presently needs to be started immediately as the work was suffering because of waiver of levy charges and licensing charges as a special case in this matter. However, this work should be speedily expedited in the view of the long term pending problem.

As regards the execution work of laying of underground drainage pipeline of 400 mm in Dia. across the NH 8B, that is Porbander –Rajkot – Bamanbore about

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\* Speech was laid on the Table.

181 KM near Manasorver area, all the queries raised by the Railway Deptt. have been fulfilled and duly complied but we regret to state that still this work is pending with no excuse.

The GOI has sanctioned sewerage project phase 2, part 2 for the remaining area of Rajkot Municipal Corporation under JNNURM. It is utmost necessary to complete the laying of underground pipeline across railway line as the entire project is under process but the permission for laying the aforesaid line is still awaited by the Railways.

Laying of 350 MM dia gravity drainage pipeline at 1/9-2/0 between Rajkot – Bhaktinagar under JNNURM Scheme of GOI - In spite of having all permission and formalities the execution of aforesaid work is pending since 2010.

The execution work of laying 1000 mm Dia drainage pipeline in D Zone across the Railway line was sanctioned under JNNURM Scheme by the GOI but it is regretting to state that till date the execution work has not been carried out by the railways.

Rajkot is the hub of Saurashtra region. The demand of the local people is to introduce new train from Porbander to Rajkot *via* Vansjaliya – Jetalsar route due heavy traffic in the morning by 7 am due to which the working people are forced to use the private buses for lack of the train.

I request to introduce a new train between Porbandar – Jamjetpur – Upleta on daily basis to enable the passengers to travel on Vansijiliya and Jetalsar route. It is the main demand of the people there.

It is to mention that 29 trains are running on the route from Porbander *via* Jamnagar Rajkot for approximate 5 lacs passengers, on the other side only 3 trains are running on route Porbandar, Rajkot *via* Vansjaliya for approximate 18 lacs passengers per day. It is not understood why the step brotherly behavior is being done for the route *via* Jetalsar Vansjaliya. It is our demand to introduce long distance new trains on this route.

It is suggested to connect the 91 km track of Jetalsar Vansjaliya route to Rajkot division instead of Bhavnagar, because Bhavnagar is far away other than

Rajkot and the Rajkot division is also the administrative division.

It is also requested that the departure of the train No 19572 leaving from Porbandar by 1 hour 30 minutes, so that the passengers will be able to get the connectivity of the train No.59298 Veraval – Porbandar Express at Jetalsar junction by 18.25 Hrs. This change will help the passengers to get additional train facility on Somnath Rajkot section. We request you to kindly change the train timings in the next following time table for passengers getting connectivity at their end.

The major changes suggested by the Railways have been already accepted by Rajkot Municipal Corporation. But I regret to state that in spite of repeated reminders in this matter the execution of work is not yet started, it is not understood why the delay is occurring.

I would like to state that execution of all pending works related to the Railways may kindly be expedite at the earliest as the delay has occurred for a long term period.

*[Translation]*

SHRI NANDI YELLAIAH (Nagarkurnool): Hon. Chairperson, several Members have spoken regarding the railway projects. I would like to request you that all demands under the head 'Demands and Grants' are very important. The Rail Budget and General Budget are very important. I would like to submit that sometimes the time of House is wasted, so I would like to request that period of time for Business Advisory Committee may be increased. Talking about philosophy is a different thing, but I owe something to my constituency.

It is my duty to raise the problems of the people of my constituency. Jadchalla-Nandiala is a new railway line for which Rs. 560 crores were sanctioned. Later, the Railway authorities said that it was not commercially viable. However, there are 42 major industries in that area. This is situated in Mehboobnagar district, and comes under Telangana where most of the Districts are backward. I would like to say that these projects are likely to reduce travelling distance by 120 kilometers. Secunderabad and Mehboobnagar area has very important single railway line. A large number of students go to Mehboobnagar from Secunderabad for their



studies. Businessmen and other people travel on that route. I request that this line be doubled. Hon. Minister of Railways is a very jolly person.

Secondly, Gadwal to Marcherala is a backward area. The estimated cost of this line is Rs. 920 crore. This is my constituency. I have been elected as a Member of Parliament five times. I have seen several Budgets. Only discussion without any provision in the Budget is just like showing sympathy. So, please provide this in this Budget. This is my new district. So I request Vanvarthi-Nagar-Karnool-Kallokurti and other Assembly segments be covered *...(Interruptions)...* Madam, I have read only three items. I am not telling any long story, I am presenting my views in brief. Hon. Minister, construction of platform is a very small item. It is not a big project. It is a matter of pleasure that Shri Mallikarjun Kharge, Shri Muniappa and you are present in this very House. I do not know whether all the Members are speaking about the railways. I would like to request that this platform may be constructed as it is a very backward area.

The third thing is that fire accidents take place often. Several people lost their lives due to short circuit in Warangal and Madras. I think that the trains should leave station only after they are checked by the Railway experts and engineers. I do not know how short circuit occurs. I want to ask the hon. Railway Minister whether the Bullet train has been announced to make the hon. PM happy. You are aware that Rs. 60,000 crore would be needed for this. Is it justified? You should complete the pending projects. It would be an achievement if the present trains are run with safety.

HON. CHAIRPERSON: Please conclude.

Shri C.R. Choudhary.

SHRI NANDI YELLAIAH: Madam, Shri Sadanand Ji has also spoken the same thing. I do not know whether it is a gift for hon. Prime Minister. Bullet train for Mumbai to Ahmedabad is a big thing, one must progress.

*[English]*

\*SHRI LADU KISHORE SWAIN (Aska): I represent a rural parliamentary constituency namely Aska of Odisha. Sorry to say that even after 67 years of

independence, there is no railway network in my constituency. Only one railway line is there which is linking to join the other segments of the country. The line crosses through the constituency along the lake Chilika of East Coast railways. It has one stoppage at Keshpur (Khalikot) since pre-independence period. The Britishers showed sympathy by initiating a halt of the express trains at Keshpur because the farmers of that area had donated the lands for establishment of the Railway station, Keshpur, that was being continued even in Independent India but has been forgotten now.

Here, I have the pleasure to mention that there are lakhs of workers from this area who are working in Surat of Gujarat and Mumbai. My request to the Hon'ble Minister that the old railway station, at Keshpur to be renovated and the Express trains approaching Surat and Mumbai to be stopped at the station Keshpur as a token of sympathy to those people who have donated the land as well as for the convenience of lakh of workers of Ganjam district who are working in Surat of Gujarat and Mumbai.

\*SHRI NANA PATOLE (Bhandara-Gondia): At the outset, please accept my best wishes for your assumption of the august office of the Union Minister for Railways. The entire rank and cadre of the Bharatiya Janata Party thank our Hon'ble Prime Minister Shri Narendra Bhai Modi Ji for assigning you with this portfolio and the entire country is hopeful that the slow pace of development of railways will increase its speed and the development will spread across the country.

I would further invite your kind attention to some of the urgent requirement pertaining to your Ministry in the Bhandara-Gondia Parliamentary Constituency represented by me in the Parliament. This is one of the backward districts of the State which was represented earlier by Shri Praful Patel, the then Minister for Civil Aviation and then in the Ministry of Heavy Industries. The people of this constituency have given their mandate to me in general and the BJP in specific with the hope that their grievances will get due attention and the area will develop at par with other places.

I would, therefore, request your kind patronage and support from your Ministry for the development of my Constituency by considering the following proposals:-

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\* Speech was laid on the Table.

1. **Goods Shed: Gondia** is one of the fast growing industrial centre which also produces substantial quantity of rice. However, the present Goods Shed which is situated in the middle of the city does not meet the requirement as it cannot be expanded or developed due to paucity of space and other reasons due to its geographical location. Hence, there is an immediate need to shift the Goods Shed to any of the corner of the city with the proposal for further development of the same in the larger interest of the people of this area.

**Further**, the railway authorities have identified a place near Tumsar Railway Station for setting up of Goods Shed to cater to the requirement of the people of Bhandara District. The work of construction of the goods shed may kindly be taken up on priority so that the residents of the area could avail of the benefit of the same.

2. **Upgradation of Gondia and Bhandara Railway Stations as Adarsh Stations:** Gondia Parliamentary Constituency is one of the few constituencies which covers two District headquarters *i.e.* Gondia and Bhandara. Though railway stations exist in the headquarters of these two cities, several developments are required to be made. As a first step in this direction, I request that the above two stations may be upgraded as Adarsh Stations.
3. **Increase in the length and height of Platform:** Recently new train service has been introduced between Gondia and Chandrapur which is being used by large number of train travelers. However, the platforms in all the stations enroute this railway line is very low, which is resulting in several accidents. Hence, there is an immediate need to increase its height to prevent further accidents and facilitate smoother movement of rail passengers.
4. **Stoppage of Trains:** Gondia, Bhandara and Tiroria are some of the major stations in the main railway line between Howrah to Mumbai, Bhubaneswar to many areas in Maharashtra and Gujarat. However, many of the trains do not halt in Bhandara Railway Station which is a district

headquarter. I, humbly request you to kindly consider stoppages of some of the important trains at the stations falling in my constituency for the benefit of the people of my constituency.

S. No.	Train No. and Name	Stoppage required at
1.	12870 Hwh-CSTM	Bhandara
2.	15612- Karmabhoomi Exp	Bhandara
3.	18030-SHM-LTT Exp	Bhandara
4.	12152-HW-LTT Samarasata Exp	Bhandara
5.	12102- Jnaneswari Exp	Bhandara
6.	12146-BBS-LTT	Bhandara
7.	12106	Tirora

5. **Introduction of New Train Service:** Akola is one of the famous religious centers being visited by substantial number of pilgrims from all parts of the country and specially from different parts of Maharashtra. Considering the huge flow of traffic from Gondia to Akola, I request that a daily intercity train from Gondia to Akola be announced in the Railway Budget 2014 and introduced subsequently to meet the growing demand of the people of the area.

The demand for new railway line between Gondia-Jabalpur is long pending aspirations of the people of this area. After a long series of demand, the above project was sanctioned by the Government and the work has commenced. I have noticed that there is delay in completion of this project as in some areas between this line, the clearance from the Forest Department has not been received. The delay in completion of this project will result in time over runs and cost over runs which could be avoided if the requisite clearances are expedited. I request your personal intervention in taking up the matter with the concerned for the same which will save substantial revenue to the Government and facilitate early completion of the projects.

I shall be grateful if you could consider my above requests and include the same in the Maiden railway budget of our Government, which will go a long way in fulfilling the aspirations of the people of my constituency.

HON. CHAIRPERSON: Now Shri C.R. Chaudhary.

[*Translation*]

SHRI C.R. CHAUDHARY (Nagaur): Hon'ble Chairperson, first of all, I would like to thank you for giving me an opportunity to speak. I want to thank hon'ble Prime Minister and express my gratitude to him because under his leadership and direction a very good Rail Budget has been presented. I thank Hon'ble Minister of Railways from the core of my heart for giving an excellent Budget to the nation within a short span of one month and 10 days. I, through you, would like to thank the people of Nagaur, Rajasthan who have sent me here making their own voice and I am able to raise their voice here. Without any figurative language, I want to say in a straight forward manner that this Budget is a beautiful one from passengers to pilgrims *i.e.* for passengers, traders and employees. Provisions for all have been made in this Budget. Facilities for passengers have been taken care of. Religious circuits have been set for the pilgrims and there are good proposals for the employees. It is a commendable Budget.

High level thinking of our hon'ble Prime Minister, who is a man of action, has contributed in preparing this Budget. This is the outcome of the thinking that he has proposed Bullet train, a high speed corridor on the pattern envisioned by Vajpayeeji. It is a very good proposal. Our colleagues in opposition often ask where such a big budget will come from? I request them to think big and not small. Had the metro cities not been connected with multilane roads, there would have been wastage of time. It is not wastage of money. Often it is said that there are small gauge, broad gauge lines and tracks should be constructed for the poor. Only those routes have been taken where there are metro cities and where there is urgent need and on this very basis, provisions have been made in this Budget. At this time, I thank Hon'ble Minister of Railways that he paid attention towards security, safety, sanitation and cleanliness. However, I have requested Hon'ble Minister of Railways regarding my Parliamentary Constituency. I, through you, would like to raise certain points. The missing link of small gauge be completed from 30 to 50 k.m. because it would reduce the length of long routes. Similarly, under bridges being constructed in black soil areas be finished in an efficient way. Bikaner-Jaipur Intercity train passes

through my constituency. Tejaji is the 'Lok Devata' of two three states. The name of his mare is Lilan. It would be good if an intercity train is named after that mare. Similarly, the mail train which runs from Jodhpur to Delhi is the backbone of our entire Western Rajasthan. Its frequency should be increased and it should be run seven days a week instead of two to three days in a week. Sampark Kranti should also be run on that pattern.

Hon. Chairperson, with these words, I thank you and conclude.

SHRI GODAM NAGESH (Adilabad): Hon. Chairman, Sir, I thank you for giving me an opportunity to speak on Rail Budget 2013-14. I'll not take much time of the House. All of you know that the state of Telangana came into existence only in last March. In our state of Telangana, the total length of rail network at present is only 1669 k.m. and work on five new lines is going on. To complete these five rail tracks an amount of Rs. 3468 crore is required. After the completion of these five lines the total network in our state will be of 2500 k.m. During the year 2013-14 only an amount of Rs. 680 crore was spent out of Rs. 3400 crore. In this Budget, only an amount of Rs. 88 crore has been provided. I would like to request Hon'ble Minister of Railways that more budget is required to complete the ongoing works in our state immediately. The capital of our State is Hyderabad, the population of this city is about 95 lakh. Hyderabad and Secunderabad are expanding cities. Here, there is a project of MMTS at the cost of Rs. 1213 crore in phase-III, it was sanctioned in the year 2012-13. But, in this Budget, only Rs. 20 crore is provided for this project. I request Hon'ble Minister to make efforts to complete this project at the earliest as the population density of our capital is quite high.

Sir, when Shri P.V. Narshimha Rao was the Prime Minister from our state, Peddapalli-Karimnagar-Nizamabad line was started in 1993. But, this is not completed so far. Today, almost twenty years have passed but this project is still incomplete. Please try to complete this project also at the earliest. The survey for Armoor-Adilabad was conducted in 2012-13 in our State. But, in this Budget, no provision has been made for this project. Hence, I request Hon'ble Minister of Railways to complete the survey for the said line and clear it as Armoor, Nirmal and Adilabad are tribal areas in my Parliamentary

Constituency. Along with this, there is Basar area and all of you know that in South India the temple of Saraswati Mata is located at this place. Many people from across the country visit this place. There should be a station at this place also and survey for a new rail line from Basar to Manchriyal and Jabalpur should be conducted because its length is about 300 k.m. There is a need of ROB at Adilabad because there is huge traffic on this state road. Therefore, that should also be strengthened. I request Hon'ble Minister that trains running from North to South should be sanctioned to run *via* Nagpur, Manjari, Adilabad, Nizamabad, Secunderabad. After the formation of Telangana, A.P. Express is running from Hyderabad to Delhi...*(Interruptions)*

\*DR. KIRIT P. SOLANKI (Ahmadabad): I am grateful to Hon'ble Prime Minister, Shri Narendra Modi under whose guidance the NDA Government in the leadership of BJP has presented a modern Railway Budget, which would provide a new direction to the Railway System in the country. This budget has a number of merits but the most important is that it has fulfilled the expectations of the people from this Government to streamline the Railways on the basis of technology.

So far as my parliamentary constituency Ahmedabad West and Gujarat is concerned, I am thankful to Hon'ble Minister of Railways and the Government of India for bringing bullet train in the country and I am more grateful because the first bullet train in India has been announced from my parliamentary constituency Ahmedabad to Mumbai. Bullet train will give new dimension to the railway system in the country and Indian Railway will emerge as a shining star in the world.

I appreciate the government that it has announced high speed train at seven places in the country. I welcome the step to introduce high speed train from my constituency Ahmedabad to Mumbai.

Various ports situated at 1600 km long coastline near Gujarat contribute immensely towards the development of the country. The decision to connect all the ports at coastal area in the entire country through Railways will give a new direction to the development of the country. Providing railway connectivity to Hazira and

other ports in Gujarat will be crucial in the development of the state.

I welcome the announcement regarding introduction of Jansadharan trains and Deluxe AC Express trains. I am grateful for introducing Ahmedabad-Varanasi-Pune train. Ahmedabad-Surat and Ahmedabad-Chennai Express train.

Besides, people of Gujarat have some important demands also. So I request you to include those demands in this Budget.

1. Western Railway has most wide network in Gujarat and it earns maximum revenue from Gujarat, I again request you that Ahmedabad should be made headquarters of Western Railway.
2. New railway lines and gauge conversion:
  - (a) There is a broad-gauge line upto Mehsana and Ranuj. I request that the meter gauge line from Ranuj to Chansama, and from Baruchraji to Kalol should also be converted into broad gauge.
  - (b) I also demand to lay a new broad gauge railway line from Chansama to Raghavpur *via* Hariz to connect a new road from Bhuj and Kutch.
  - (c) A second railway line from Ahmedabad to Delhi *via* Mehsana would be useful for the passengers and business in this area.
  - (d) Gauge conversion of Ahmedabad-Batod-Aabnagar railway line should be done.

I also demand that the unutilized land at Ahmedabad-Bhavnagar railway line which passes from Sabarmati to Sarkhej should be allotted for Ahmedabad Metro Rail project.

3. Ahmedabad is developing fast due to which Ahmedabad railway station remains overloaded. Therefore, Sabarmati railway station should be upgraded. I request to develop Sabarmati railway station as terminal station from where long distance trains should be run. I am grateful to you for providing a stoppage to Ahmedabad-Delhi Rajdhani train at Sabarmati railway station at my

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\* Speech was laid on the Table.

request. My demand is that the Rajdhani Express from Ahmedabad to Delhi should be given stoppage at platform number 7 instead of number 2.

I would like to give some suggestions regarding Sabarmati railway station. I hope you will take them into consideration and implement them:

- (1) All platforms should be renovated. A full length road should be constructed there and all the facilities like TV, LCD should be provided.
- (2) Foot over bridge should be reconstructed connecting both sides so that connectivity from Dharma Nagar could be provided. An escalator should be provided on the foot over bridge.
- (3) Train for Mehsana and Delhi goes from Dharamtar side of Sabarmati railway station and from west side railway traffic goes to Saurashtra. Sometimes, the passengers enter the station from wrong side and miss their train.

I would like to suggest that separate name should be provided to each side of the railway station, which will facilitate the passengers.

- (4) Facilities like retiring room, A.C. retiring room and others should be provided to the passengers at Sabarmati railway station.

#### 4. New Trains:

- (1) Ahmedabad should be connected to Ramdevpeer *via* Jodhpur. It will facilitate the large number of people going for pilgrimage from Gujarat by road.
- (2) A train between Ahmedabad and Amritsar should be introduced.
- (3) A train from Ahmedabad to Shirdi and
- (4) Ahmedabad to Mathura should also be introduced.
- (5) Duranto Express between Ahmedabad and Delhi should be started.

(6) A Shatabdi train from Ahmedabad to Hapa-Jamnagar *via* Rajkot should also be introduced. Saurashtra should get a high profile train which will facilitate the pilgrims going to Somnath and Dwarka.

(7) The frequency of DEMU train between Ahmedabad and Patan should be increased.

5. Ahmedabad railway station should be developed as a world class station.
6. Gandhigram and Maninagar railway stations should be developed and passenger amenities be increased there.
7. My most important demand is that all the fast and superfast trains which pass through Maninagar and Sabarmati should be provided stoppage at these stations.

\*SADHVI SAVITRI BAI PHULE (Bahraich): I would like to heartily greet Railway Minister Shri Sadanand Gowdaji for presenting a very balanced and development-oriented railway budget of the NDA Government formed under the leadership of Vikas Purush, Hon. Narendra Modi ji. This Railway Budget has set an outline of a golden future for the resource deficient railways struggling with railway budget deficit. I support this railway budget and would like to draw the attention of the Hon. Minister towards the problems related to railways in my parliamentary constituency:

1. My parliamentary constituency Bahraich is a border district of Uttar Pradesh adjoining Nepal from where the people in large number migrate to various corners of the country for employment, business and education. Even after 67 years of freedom, this region could not be connected with the country and the capital of the state through broad-gauge line and the people of the area remain fully dependent on roads.

On 7th June, 2002, the then Railway Minister in the Atalji's Government Shri Nitish Kumarji had laid foundation stone of the work of converting the narrow gauge line linking Gonda junction of North

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\* Speech was laid on the Table.

Eastern Railway with Bahraich and Nepal into broad gauge line, which is lying in cold storage due to the lacadaisical approach of Congress led UPA Government. You are requested to convert this line going from Gonda to Bareilly *via* Mailani Junction into broad gauge line at the earliest so that this border and undeveloped terai region adjoining Nepal can be connected with other cities of the country. At the same time, converting the railway line of international importance connecting Nepalganj city into broad gauge line can further boost the trade and mutual relations.

2. Most of the railway stations at the Gonda-Malani section fall in forest area. It is requested that railway station should be set up at Balcha crossing replacing Kakorha station located between the forest where passengers are unable to reach and the trains should be given a halt there.
3. Gaihat halt was also inaugurated on this section during the tenure of the erstwhile government but no train has stopped there till today. Hon. Minister is requested to give necessary directions in this regard.
4. Shravasti is neighbouring district of Bahraich and which is the place of penance undertaken by Gautam Buddha and which is visited by domestic and foreign tourists is not connected with railway line even today. Railway facility should be provided in this district by formulating a necessary scheme in this regard giving respect to the sentiments of the people.

Hon. Minister is requested to pay attention to the said points and allocate funds for the proposed railway projects for the said area as well as complete the works lying incomplete at the earliest.

SHRI BHARAT SINGH (Ballia): Hon. Chairperson, I am extremely grateful to you for giving me the opportunity to speak on the railway budget. Sir, through you, I extend my heartfelt gratitude to the Hon. Railway Minister and Minister of State for Railways Shri Manoj Sinha for presenting such an excellent and popular railway budget for the year 2014-15. I extend my gratitude to the Prime Minister of India, Shri Narendra

Modi ji under whose guidance such a big step has been taken to bring reforms in the railways.

I would like to submit that for the first time this railway budget encompasses the whole of India. Till now, the Railway Ministers used to introduce trains from their respective states. For the first time, this railway budget covers the entire country.

Mr. Chairperson, Sir, I would like to say that the Poorvanchal region of India has always been neglected in every respect. For the first time, the whole of Poorvanchal have lot of expectations from the Prime Minister of India, Hon. Shri Modi ji. Therefore, through you, I would like to tell the Hon. Railway Minister and the Minister of State for Railways that the train introduced by him from Balia to Chhapra, Balia-Ghazipur-Varanasi upto Lucknow is an incomplete task. We wanted the train to run from Chhapra to Balia *via* Varanasi upto Delhi. Today, if we have to go to Balia, it takes 20 hours to reach there. Cannot there be a train through which we start in the evening and reach Balia in the morning? We start in the evening from Balia and reach Delhi in the morning. So, the train introduced for Chhapra should be extended upto Delhi. This is my request. Secondly, through you, I want to request the Hon. Railway Minister and the Minister of State for Railways as to can the Shivganga Express which goes up to Kashi and Varanasi can be extended up to Balia? Not only the people of Balia will be benefitted from it but the whole of Poorvanchal would also be benefitted.

I want to tell you that Suremanpur is a railway station in Balia. Construction of an overbridge has been lying pending here for years. A high ranking officer of railways gave in writing that overbridge has been constructed which is on paper, whereas actually nothing has come up there. I would like to ask the Railway Minister and the Minister of State for Railways to look into this matter and get the truth come out regarding the said statement of work done on the paper. Strict action should be taken against whoever is behind this irregularity. ...*(Interruptions)* I have started raising my issue now only. ...*(Interruptions)*

HON. CHAIRPERSON: Now you conclude. Your three minutes time is over.

SHRI BHARAT SINGH: I want to tell that there should be direct trains from Balia to all the big cities of

India whether Mumbai, Kolkata, Hyderabad, Ahmedabad and Chennai. This is one thing. Pawan express and Sarnath Express trains should be given stoppage Bakulha and Karimuddinpur, Tajpur, Revati stations ...*(Interruptions)*

HON. CHAIRPERSON: You give your paper to the Hon. Minister.

SHRI BHARAT SINGH: I have got the opportunity after a long time...*(Interruptions)*

*[English]*

SHRI JITENDRA CHAUDHURY (Tripura East): Respected Chairperson, I am very much grateful to you for giving me this opportunity for the first time to speak in this august House. I would have been very much happy if I could have extended my support....*(Interruptions)*

HON. CHAIRPERSON: Hon. Member, your time is only three minutes. Please try to conclude within that.

SHRI JITENDRA CHAUDHURY: This is my maiden speech. Please give me ten minutes. I would have been happy if I could have supported this Budget placed by the hon. Railway Minister. But, some glittering announcements have been made in the Budget. If we go by the history of our Railways, it has been claimed that we have been in the club of US and the Russia. But, we find that our population is 1250 million. Compared to this, if 23 million population travel by rail per day, it is only 1.84 per cent, even less than two per cent.

A few days back, one project in Kashmir has been dedicated to the nation. Why is it after 65 or 66 years of Independence? Why was it not done before? I hail from a place in Tripura which is the last part of India in the East. The hon. Minister had said there that it carries steel, it carries cement, it carries salt etc. But I would like to say that rail in our country is not used only for carrier of any goods or passengers. Rail should be treated as one of the strongest tools for integration. Unless the nook and corner of our country is connected with the rail, how can we integrate this country?

I come from the North-Eastern region. Here, while appreciating the Railway Minister, I would like to say that 54 per cent hike has been made compared to the previous year. But there should be clear declaration by the Ministry and the Government. Out of eight States of

the North-Eastern region, till today only two State capitals have been connected. It has been declared that another two State capitals would be connected. Why not the other State capitals like Aizawl, Imphal, Itanagar, and Kohima? Unless this is done, how can the people of the North-Eastern region be connected with the rest of the country? So, generous flow of funds is required for the projects undertaken by the Government to be completed.

Madam, despite the glittering announcements that were made, unless the safety standards of the Railways are not improved, how can we claim that Indian Railways is world class? Unless more than three lakh vacancies are filled up, how can the safety standards be improved? There is no declaration on this in the Budget.

Madam, in almost every paragraph of the Rail Budget, PPP and FDI have been pleaded for. Hon. Members from the Treasury Benches have also been appreciating this move. I would cite one example. Lok Sabha allotted the Bharat Sanchar Nigam Limited and Mahanagar Telephone Nigam Limited SIM cards to Members. But it is a fact that I cannot speak with my wife, my daughter in my own State because BSNL and MTNL have stopped functioning. BSNL earlier was privatised. And what is the state of affairs now? So, today if FDI and PPP are introduced in Indian Railways, people will not get proper services but the private parties, the foreign players will gain out of the toil of Indians.

Madam, I oppose this move while appreciating some enhancements, while appreciating some glittering announcements. But definitely our Budget should be targeting to reach to the nook and corner of the country and very much to the North-Eastern region.

*[Translation]*

SHRI LALLU SINGH (Faizabad): Thank you. I rise to speak in support of the Railway Budget presented by Hon. Railway Minister. This is perhaps the first Railway Budget of the country which has been presented in the country's interest rising above political hatred. Instead of announcing new projects, old projects which are pending for thirty years have been taken up in this Budget. Secondly, there is harmony in the entire country as special trains for all religions have been announced. Along with it, announcement of launching hearts has been started through this scheme. Along with it,

announcement of launching bullet train has enhanced the honour of India across the world.

Hon. Chairperson, I would like to thank the Hon. Minister through you for starting a train from Rameshwaram to Haridwar *via* Ayodhya. Along with it, a train be started from Faizabad to Chitrakut because Chitrakut and Ayodhya have historical and religious importance. I would also like that the train running twice a week between Faizabad and Mumbai be run five days a week covering Sultanpur, Pratapgarh and Allahabad. Now it runs *via* Allahabad and Jaunpur. Since only three trains run on Allahabad-Faizabad route, it can be run easily on this route.

Apart from this, there are some other local problems also such as the work of panel at Faizabad railway station which is incomplete. Trains were operated through hand signals before independence of the country. This continues at present due to which the trains reach their destinations late. The contractor who had taken the contract one year ago, left the work incomplete. The officials are unconcerned. The condition of Ayodhya and Faizabad railway station is very pathetic in the matter of sanitation. There are potholes of the depth of one to one and a half feet on the roads of the Railways outside the railway stations of Faizabad and Ayodhya. 'Savan Jhula Mela' of Ayodhya is going to start. Roads have not been constructed there for twenty years. Please construct the roads. Platform number one can accommodate only 16 coaches. This platform should be extended so that AC coaches and a coach for disabled persons can be accommodated. The problem of washing line comes in the way of running new trains from Faizabad for which a new washing line be developed at Faizabad. Washable aprons should be constructed on all other platforms in Faizabad like line number one *...(Interruptions)...* since Ayodhya is an important place and since at least two fairs are held here along with 14 koshi Parikrama and Chaitra Ram Navami in which 40 to 50 lakh people participate. *...(Interruptions)* people upto 80 to 100 years go there. Hence an escalator should be constructed there. Also, a station should be constructed at Ramghat halt line which had been launched by Hon. Atal Bihari Vajpayee Ji. *...(Interruptions)*

[English]

HON. CHAIRPERSON: Nothing will go in record.

*...(Interruptions)...*\*

[Translation]

SHRI BALBHADRA MAJHI (Nabarangpur): I am grateful to you for giving me an opportunity to speak on Railway Budget.

Madam, I would like to draw the attention of the Railway Minister that I belong to Nabarangpur Constituency. This is the poorest Constituency of India. In 2008, India Today had conducted a Constituency-wise survey which depicted the extent of development of the constituencies in India. This is the poorest constituency and you will be surprised to know this fact that the literacy percent of that constituency is less than 50 till date. Two districts Malkangiri and Nabarangpur out of the three districts of my constituency come under the least literate districts of India. If we talk about the situation of power, only 25 per cent villages are electrified there. About two hundred villages do not have roads even now. Only 30 per cent land of Malkangiri and 22 per cent land of Nabarangpur district is irrigated. The per capita income of India is Rs. 60,000, that of Odisha is Rs. 25,000, it is only Rs. 14,000 in my constituency. You can imagine our condition from this. People have given me an opportunity to serve them. I would like to request the Railway Minister through you to start the development of the rail line from the backward area like my constituency. No development is possible without transport. This is the reason why no industry has been set up there. There is no rail line in the two districts Malkangiri and Nabarangpur and only a small part of assembly segment of Koraput has rail connectivity. The funny thing is that I was the Chief Engineer in the Railways, but rail line of even one kilometer is not there in my district *...(Interruptions)...* That's why, the people of my district elected me with a hope that I will do something in this regard after coming to the Parliament. I could do nothing while I was an officer in the Railways. I would like to request the Railway Minister through you to remove the stigma on me. The Ministry of Railways has received two proposals to connect two district headquarters of my constituency with rail line *i.e.* Jaipur to Malkangiri and Jaipur to Nabarangpur. The Rail line from Jaipur to Malkangiri is

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\* Not recorded.



economically viable and its ROR is not very low and is 14 percent. The ROR of Malkangiri-Jaipur rail line, where 55 per cent population is tribals, is 12 per cent. So, please sanction the rail line for this area which is backward, naxal affected, where people live in poverty and tribals constitute 55 per cent of population. 62 tribes live there along with the mist primitive Konda tribe. Therefore, kindly sanction the said line. The condition of Jaipur to Nabarangpur route is more or less the same. It is a backward area where tribal population is 55 percent and population of Harijan people is 15 per cent. It is also the naxal affected area. The people here are poor and I have to work for my constituency.

**16.00 hrs**

(SHRI PRALHAD JOSHI *in the Chair*)

The hon'ble Minister of Railways should take initiative in this regard. Then, I will raise the issue of electrification, health and education. Sir, I would request you to kindly sanction these two railway lines.

Besides, the Kirandul to Kothawalasa railway line was laid in the year 1961 which slightly touches Koraput district. Around fifty years have passed since the time when said railway line was laid and per day income from the said line is five crore rupees. Net income of around fifty thousand crore has been accrued to railways from the said line during these fifty years as per the operating ratio. But it is a matter of regret that no facility has been provided at any station falling under that line, be it high level platform, F.O.B. and platform shelter. So far, only one passenger train operates in both directions on that route. It is an extremely backward area. The railways has not provided any facility to people except revenue generation.

Three express trains are operating from Jagdalpur *via* Koraput at present.

HON. CHAIRPERSON: Your time is over. The Minister has to reply at 17.00 hrs.

SHRI BALBHADRA MAJHI: Sir, it is my maiden speech. I will conclude in two minutes.

Samleshwar Express runs from Jagdalpur to Howrah and Durg Express originate from Jagdalpur. Kotpar area is an assembly segment of my constituency. I urge upon the Minister to provide stoppage of train at Kotpar.

Apart from this, Hirakhand Express runs upto Jagdalpur. There is a Pushmai station. Stoppage of the Express should be provided at Pushmai station. Population of my constituency is higher than population of several states. Therefore, a direct train to Delhi should be run from this place.

[English]

\*SHRIMATI SANDHYA ROY (Medinipur): More than 2000 people travel everyday by Train No.Up-68007 Down-68002 this train. People of my constituency have signed a letter and sent it to me. They have written about their problems which they face every day. If they don't get the service properly, they might be compelled to go on indefinite strike. I represent these people and I wish to draw the kind attention of Hon. Minister of Railways and other senior members of their plight and request them to focus on this issue. It would be better if in the extension train, a coach is reserved for the passengers of Belda at lease

I humbly request the Government to consider this matter seriously and find a way out.

\*SHRI SUDIP BANDYOPADHYAY (Kolkata Uttar): The maiden Railway Budget placed in the House by Shri Sadananda Gowda, Minister of Railways on behalf of BJP Government is totally anti-poor and anti-people. On the one hand, he has stated that Railways has to serve like a welfare organization, and on the other hand, the fare structure has been increased manifold and has become a burden to a common man and in some cases it is unaffordable for the poor people. The Railway Budget does not focus on generation of revenue and it does not spell out how the share of Railways will be increased in bringing the lost traffic from roadways, which is coming down consistently. Attempt to increase the volume of traffic has not been made, at present it has been kept at 4.9% which in retrospect means the growth of traffic remains constant. In other words, reducing volume of traffic from road to railways has not been attempted. Decreasing load on roadways will lead to saving of

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\* English translation of the speech originally laid on the Table in Bengali

\* Speech was laid on the Table.

precious fossil fuel which is declining day by day. While increased transportation by Railways which is energy efficient as consumes less energy to haul equivalent load by roadways will not only save fuel but will also save the environment from dangerous carbon emissions from road vehicles.

The course correction and initiatives stated in the budget speech lacks innovation and no new ideas have been spelt out. In short, most of the action plans stated had been thought over and implemented by the earlier Railway Ministers. Emphasis on gauge conversion, doubling, tripling and even having four lanes in busy section to increase line capacity is a common practice.

Mamata Banerjee as Rail Minister was aware of the financial health of the Railways and accordingly a "White Paper" was taken out and was laid on the Table of the House. To take the railways forward on a programmed manner to achieve National goal of integration and reaching railway track to far reaching corners of India, she had laid on the Table of the House the "Vision 2020" document.

The document, VISION 2020 addressed four strategic national goals:- Inclusive development, both geographically and socially; Strengthening national integration; Large scale generation of productive employment; and Environmental sustainability.

The Vision Document states; "The Indian Railways' contribution to national integration has been unparalleled. It has knit India together by connecting all the regions, and almost all the States, in a single transport network. It has always played a unique role in meeting the transportation needs of the common man, while simultaneously serving as a critical infrastructure facilitator for the carriage of goods. In the coming decade, it will continue to keep its service focus on the underprivileged and the poor, even as it expands its services for the more fortunate. It will cater to the needs of the people across geographies and income strata as well as ethnic, religious and social diversities. It will better connect centres of commerce and industry, places of pilgrimage, historical sites, and tourist attractions, as also ports to hinterland. Railways also must reach the remote and underserved areas of the country to bring them into the national mainstream of development. The

Indian Railways has been playing this role in the past, but not fully. Our Vision is to deepen and broaden this agenda of inclusive and integrative growth and to take it to new heights."

"Vision 2020" addresses one of the biggest development challenges of contemporary India, namely, growth with jobs and not jobless growth. Productive employment opportunities must be created for all able-bodied Indians, especially for our youth and preferably in their own habitats. By pursuing bold and unprecedented ambitious targets in the much-needed expansion and modernization of the railway network in India. Vision 2020 aims at considerably enhancing the Indian Railways' contributing to the national goal of achieving double-digit GDP growth rate on a sustainable basis. It will accelerate economic growth, open up new avenues for employment in the primary, secondary and tertiary sectors and also promote geographically and socially balanced growth.

Railways as a promoter of environmentally sustainable development. "Vision 2020" also addresses another major development challenge, which is both national and global in nature, namely, reducing hazardous carbon emissions that have triggered climate change. So far, there has been inadequate recognition of the Railways' contribution towards India's climate protection efforts. Railways are more energy-efficient and less polluting than other modes of transport. It uses less land than the road sector. By carrying more people and goods than other modes of transport, Railways can help protect the environment while promoting balanced development. Therefore, I believe that Indian Railways can be India's principal and foremost response to the challenge of climate change. The specific targets and measures to achieve the above-mentioned goals are summarized below and presented in greater detail in the main document.

The route network of Indian Railways has expanded very slowly in the past. In 1947, Indian Railways inherited 53,996 of route kms of rail network and today we stand at 64099 kms – an increase of only 10,000 kms over 62 years. We have to break away from this orbit of low achievement to reach a higher orbit of ambitious growth. While doubling of lines, gauge conversions, electrification and many other positive things did happen during the last

six decades, the overall expansion of the Indian Railways to areas it did not serve earlier has been unacceptably slow.

Therefore, the Vision proposes to add 25,000 kms of New Lines by 2020, supported by government funding and a major increase in Public Private Partnership (PPPs). Of this, at least 10,000 kms would be socially desirable lines regardless of their economic viability in the short run. This will, of course, include the completion of the backlog of 11,985 kms of lines already sanctioned. This programme would specifically aim at improving the connectivity to our far-flung areas such as Uttarakhand, Himachal Pradesh, Jammu and Kashmir, and all the States in the North-East, namely, Arunachal Pradesh, Assam, Nagaland, Mizoram, Tripura, Manipur, Meghalaya and Sikkim. We also must not forget smaller States and Union Territories and large districts unconnected by the Railways today.

The ambitious goals of growth cannot be achieved without creating adequate capacity in the Indian Railways' network. The Vision aims at a major augmentation of capacity through doubling and quadrupling of lines, complete segregation of passenger and freight lines on High Density Network (HDN) routes, substantial segregation on other routes, and electrification on busy trunk routes.

More than 30,000 kms of route would be of double/multiple lines (compared to around 18,000 kms today). Of this, more than 6,000 kms would be quadrupled lines with segregation of passenger and freight services into separate double-line corridors. This shall include Delhi-Kolkata, Delhi-Mumbai, Kolkata-Mumbai and Delhi-Chennai routes on which Dedicated Freight Corridors would come. Maximum speed of passenger trains would be raised from 110 to 130 kmph at present to 160-200 kmph on these segregated routes and, similarly, maximum speed of freight trains would be raised from 60-70 kmph to over 100 kmph. The gap between maximum and average speeds of both passenger and freight trains will be minimized. Gauge conversion programme would be completed. The entire network (barring the hill and heritage railways) would be in Broad Gauge. 33,000 kms of routes would be electrified (*i.e.* additional electrification of 14,000 kms in 10 years). While expanding the network, the Railways will

examine and adopt innovative land-saving solutions like building infrastructure in a multi-tier format.

The Vision aims at making railway operations free of accidents, be it derailment, collision or fire on trains. Advanced technologies in all spheres including track, rolling stock and signaling would be used for this purpose. High-quality training to improve the skills of employees to manage new technology is critical, and steps would be taken to provide the same. Nearly 70% of the fatalities in railway mishaps take place at unmanned level crossings. Today there are around 17000 unmanned level crossings. We envisage that in the coming years not a single level crossing in the country will remain unmanned or unprotected. Here too, advanced technologies would be adopted to meet the challenge. I urge State governments to partner with the Indian Railways in this major task.

Six corridors have already been identified for technical studies on setting up of High Speed Rail Corridors. These are: Delhi-Chandigarh-Amritsar; Pune-Mumbai-Ahmedabad; Hyderabad-Dornakal-Vijayawada-Chennai; Howrah-Haldia; Chennai-Bangalore-Coimbatore-Ernakulam; and Delhi-Agra-Lucknow-Varanasi-Patna.

Therefore, going through the Budget Document, it is felt that no new initiatives have been taken by the new Ministry. Further, we find that the state of West Bengal has been deprived not only from getting High Speed corridors but also allocation of funds for all the ongoing projects. The new metro alignment from Salt Lake to Howrah Maidan, carried out by KMRCL finds no mention in the Budget document whereas elaborate details of construction of Bangalore metro find a place. Further, no adequate funds for wagon factory at Buniadpur, Axle Factory at New Jalpaiguri and Coach Factory at Kancharapara has been allocated to take these projects further thereby metting out step-motherly attitude, which is far from the popular slogan that all states will be treated at par.

*[Translation]*

SHRI KAMAL BHAN SINGH MARABI (Sarguja):  
Hon. Chairperson, Sir, I thank you from bottom of my heart for allowing me to speak on railway budget 2014-15.

Hon. Chairperson, Sir, I have been elected from Sarguja Lok Sabha Constituency of Chhattisgarh. My constituency is a tribal dominant area. All the earlier governments have neglected this area. The people of my constituency Sarguja are hopeful that the new elected government under the leadership of hon'ble Modi ji will fulfill the expectations of people and expand the rail network there. Efforts will be made to address the shortcomings by the Hon'ble Minister of Railways, Shri Sadananda Gowda ji and Minister of State, Shri Manoj Sinha ji.

Sir, I will be allotted short time hence, I support the budget while raising demands of my constituency.

Sir, Shri Sunil Singh ji was demanding the expansion of Barwadin rail line. This line connects Jharkhand and Chhattisgarh. This line will also connect Bihar. Expansion of this line is much awaited. This line was ready to be laid during British regime. Survey work was conducted and construction of station was about to be started but the expansion of said line has not materialized. I strongly demand the expansion of said line. It is the long pending demand of people of my constituency of Jharkhand that this line should be expanded for the development of tribal area.

Sir, earlier UPA Government had included MEMU train from Ambikapur to Anuppur in the railway budget, but the same train has not been made operational. Through you, I urge to start the said train at the earliest in the public interest. Doubling of said line is necessary. Above mentioned train from Ambikapur to Jabalpur runs twice a week at present. I urge that this train should run seven days a week since means of transport in Sarguja area are limited. Bilaspur, Ambikapur to Banaras route was proposed Earlier. Through you, I urge upon the Minister to approve the said rail line after conducting a survey. My Lok Sabha Constituency is divided into three districts where trains passes through Surajpur district. I urge upon the Minister to introduce a train from Ambikapur to Delhi ...(*Interruptions*)... stoppage of train that runs from Ambikapur to Jabalpur has not been provided at Surajpur. Besides, there is no reservation centre at Surajpur city. Hence, I urge to provide stoppage of that train at Surajpur station. There is only one train that runs from Ambikapur to Durg. Through you, I urge upon the minister to introduce one more train on that route.

I thank you for allowing me an opportunity to speak. With these words, I conclude my speech.

[*English*]

\*ADV. NARENDRA KESHAV SAWAIKAR (South Goa): I would like to congratulate Hon'ble Minister for Railways for presenting the budget that takes holistic view and approach towards the rail department and in true sense lays down a road map for the development of the rail industry in India, which is always termed as a common man's vehicle. With hardly a month or so in the office, the Hon'ble Railway Minister has presented a commendable budget.

The areas of focused and prime concern that have been identified in the budget namely, viz. cleanliness, security, safety and skill development of the staff required special mention. The very fact that the Hon'ble Minister has declared to set up a Railway University demonstrate the intention and approach in improving the Railway Ministry and taking it to further heights.

The proposal to start the Bullet Train is a step towards fulfilling the dream of every Indian citizen and more particularly the younger generation who aspires to compete with the world. I thank the Hon'ble Railway Minister for identifying Goa-Mumbai sector in High Speed trains.

India is known for its rich cultural heritage and as such lakhs of tourists visit Indian to experience and understand the Indian culture and heritage. The Indian tourists also travel the length and breadth of our country to experience the varied culture. It is in this light the rail tourism should be promoted in India. I also congratulate and thank the Hon'ble Railway Minister for the proposal to introduce the Special Pilgrim Circuits in India. In this regard, I would like to request the Hon'ble Railway Minister that there are certain occasions when the special trains are required to be introduced. One such occasion being the feast of our lady of Vailankanni in Madras from August 20th till third week of September, 2014. Thousands of devotees visit Vailankanni during this period from Goa. It is, therefore, requested that the special train may kindly be introduced in this period.

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\* Speech was laid on the Table.

Besides above, I would like to draw the kind attention of the Hon'ble Minister that Goa being a tourist destination, a railway linkage to the other parts of the country would also go a long way in the efforts in the development of tourism.

And I, therefore, demand and request the Railway Minister to consider the following sectors for introduction of railway line:-

1. Tri-weekly direct train from Vasco to Ernakulam or Thiruvananthapuram.
2. Daily express trains from Vasco to Tirupathi-Secunderabad- Hyderabad link express.
3. Construction of over-bridge at Chandor on South-Western Railway Station in Goa near Margaon City.
4. Special train in August 20th to September, 2014 for the pilgrims visiting Vailankanni. Earlier this special train was introduced. Kindly do the needful by considering the sentiments of the pilgrims and especially catholic brethren.
5. Train service from Vasco to Mangalore, in the interest of the people going to Kumta, Murdeshwar, Udupi, Manipal, Mangalore etc.

With these words, I support the Railway Budget.

[*Translation*]

SHRI BHAGWANT MANN (Sangrur): Sir, I will conclude within two minutes. I intend to complete my speech before the bell rings. If I interrupt others then I will have to set an example.

I would like to bring 2-3 points to the notice of hon'ble Minister of Railways which are related to Punjab. There is no direct rail link from Bhatinda, Barnala, Sangrur, Patiala to Chandigarh. If only 20 kilometer track from Rajpura to Saneta is laid, then entire Malwa region will have direct rail link to Chandigarh. It will be convenient for passengers as well and their fare will be reduced since the Government is favouring private bus operators. Hence, I urge upon to lay this 20 kilometer railway track.

Secondly, there are three thermal plants on Rajpura to Bhatinda rail line *via* Patiala, Sangrur, Dhuri, Barnala and a number of goods train carrying coal passes

through the track. But this is a single track, hence, passenger trains have to wait for longer period of time. If this track is converted into double track then all three thermal plants will get coal on time and punctuality of passenger trains will also be maintained.

Thirdly, Sachakhand Express runs from Amritsar to Hazur Sahib Nanded and there is advance booking of tickets for 2.5-2.5 to 3 months. If one more train is introduced on this route, it will be beneficial for passengers since it is a matter of faith and it is one of the five Takhts of Sikhs. If trains are introduced for other Takhts such as Akal Takht to Anandpur Sahib, Anandpur Sahib to Takht Shri Patna Sahib, Patna Sahib to Takht Shri Hazur Sahib, Nanded ad Nanded to Takht Shri Damdama Sahib and Akal Takht Sahib, then the railway will earn revenue and it will be convenient for Sikh pilgrims to commute between these places.

Not a single passenger train operates between 9 AM to 5 PM on Sunam, Jakhal to Ludhiana rail line. If one more passenger train is introduced on this rail line during the above mentioned period then it will be beneficial for people of Sunam, Dhuri, Sangrur and Lehragaga. Lastly, the average speed of Shatabdi Express train from Delhi to Ludhiana *via* Sangrur is 64 km/hour. We are talking of bullet train in the House and average speed of Shatabdi Express is only 64 km/hour. If average speed of Shatabdi is increased to atleast 80-90 km/hour than we feel like travelling in Shatabdi Express otherwise it feels like we are travelling in passenger train.

Lastly, the hon'ble Minister of Railways has announced to introduce Amul Milk Train. I would like to inform the Minister to take milk from Verka as Punjab is the largest producer of milk. I would like to bring all these points to the notice of Hon'ble Minister. I urge upon the Hon'ble Minister through this couplet that-

"Rail Kahati Hai Ki Main Bhartiya Rail Hoon,  
Pata Nahin Mujhe, Main Pass Hoon Ya Fail Hoon,  
Jab Har Koi Aajkal Jaativaad Ki Baa Mein Beh Gaya,  
Sirf Railway Department Hi Secular Reh Gaya."

Railway is serving all the people of the country be it Muslim, be it Sikh or Hindu. I hope that Hon'ble Minister of Railways will continue to connect all places in this manner.

[*Translation*]

SMT. JAYSHREEBEN PATEL (Mehsana): Hon. Chairperson, Sir, I express my gratitude to you for allowing me to speak on Railway budget. The budget presented by Hon'ble Railway Minister, Sh. Sadanand Gowdaji clearly reflects the efforts being made to build a modern and progressive India under the vision and able leadership of Hon'ble Prime Minister, Shri Narendra Modiji. It is for the first time that emphasis has been made for inclusive development of India.

Railway passengers now onwards will enjoy their rail journey. The efforts made during this short period for making railways scale new heights shows that this government wants not only the development of railways but the development of entire country through railways.

Sir, for the first time it has been mentioned in the budget to make Indian railways passenger friendly. It means that the passengers will get the easy ticket facility, clean coaches and berths and a better catering service along with well maintained platforms and stations.

The Minister of Railways has expressed the intentions to start Sagarmala project related to the port development. I would like to state that most of the complaints made by the passengers are about cleanliness in Railways. Keeping in view the 150th birth anniversary of Father of the nation Mahatma Gandhiji in the year 2019, this budget has given unprecedented attention towards cleanliness as per his ideas. Forty percent increase has been made under the budget for cleanliness. Our Prime Minister has always given emphasis on the use of technology to make life comfortable and better. This railway budget has given a new concept of setting up of a railway school for both technical and non technical subjects.

Bullet train has been running in many developed countries for a long time. Some year ago, China had also introduced bullet train. I am very happy that this budget has also mentioned the concept of bullet train and a proposal has been made to start a bullet train from Mumbai to Ahmedabad on experimental basis. Beside this, they have also mentioned to construct golden quadrilateral to run high speed trains connecting major metro cities.

I have been elected as a Member of Parliament from Gujarat for the second time. My first priority is to pay attention towards the interest of the people of Gujarat. I also congratulate the Hon'ble Minister of Railways that he has taken care of the people of Gujarat in this budget. Some new trains like Ahmedabad-Darbhangha Jansadharan Express, Ahmedabad-Patna Express, Ahmedabad-Chennai Express and Paradeep-Howrah Express have been introduced for Gujarat in this budget. I would like to thank him for introducing these trains. Introducing a special train for transportation of milk with the help of NDDB and Amul will benefit the milk producers. It will definitely promote white revolution-II.

I would also like to thank the Hon'ble Railway Minister for approving gauge conversion in my parliamentary constituency Mehsana-Ahmedabad in the budget. Secondly, better facilities have been provided for agriculture produces to ensure participation with warehousing corporation to get remunerative prices for fruits and vegetables.

I would like to give one or two more suggestions. The Ministry of Railways should install solar panels at railway stations and trains to meet the electricity demand and improve its deteriorating financial condition, The methods of water conservation should also be adopted to meet the water supply.

Secondly, funds should be raised by selling the scrap lying with Rail ministry. Third, the proposal to introduce 5% Bio fuel is also commendable. We can get bio diesel by growing jetropha plants on the vacant lands along with the railway track.

I would also like to mention a demand of my constituency. I remained in 15th Lok Sabha for five years. This is the same Mehsana-Taranga railway line where our Hon'ble Prime Minister, Shri Narendra Modi used to offer tea to the people with love. Mehsana-Taranga railway station is the birth place of Hon'ble Prime Minister. Therefore, I would like to state that an initial amount of at least 50 thousand crore should be allocated for broad gauge conversion of Mehsana-Taranga line. It was mentioned in the budget 2010-2011. Through you, I would request to accomplish it at the earliest.

The railway lines from Ahmedabad to Kadi, Katosan, Bechraji and Ranuj should also be converted

into broad gauge. I request to provide permanent stoppage to Gujarati Ashram Express at Asia's biggest spice market at Unjha and Mehsana railway stations.

In the end, I would like to mention that the nation will always remember Modi ji and Gauda ji for presenting a budget which ensures increase in the speed of the trains, introducing bullet train, safety of women, supply of good food ...*(Interruptions)*... new bed rolls, cleanliness at the railway stations and platforms.

Hon. Chairperson, Sir, kindly pay attention to my demand. I would be grateful to you.

\*SHRI BRIJBHUSHAN SHARAN SINGH (Kaisarganj): I support the Rail Budget presented by Hon'ble Minister of Railways and I thank Hon'ble Prime Minister for this Rail Budget. After a long time, this Rail Budget was presented as per the aspirations of the people under his direction which will directly benefit our countryman.

Indian Railways is the strongest pillar of the economy of our country. Indian Railways has the credit of being the third largest network in the world and the longest network of Asia. We have 64974 km of railway network on which 7000 goods trains and 12000 passenger trains run lakhs of kilometers every day. About 23 lakh passengers reach their destinations everyday in the country. We have 51030 passenger coaches and 219931 wagons are available for carrying goods. Indian Railways has not achieved this mark in one day, one year or in one decade, but in the last 170 years more than 13 lakh rail employees have worked day-in-day-out to achieve this glory. I also express my gratitude to officers and employees of Indian Railways.

I do not want to delve into the history of Indian Railways, but I would say that the facility which was started by the British in 1853 for their administrative comfort is now successfully contributing in integration of inaccessible states and promotion of national unity and integrity by planning an important role in catering to the basic infrastructure requirements of India.

Indian Railways and the economy of the country are complementary to each other. This is my thinking. If we

study Indian Railways, we find that it has two sources of income. First freight, and second passenger fare. Freight accounts for 75 per cent of railway income, whereas 25 per cent income is earned through passenger fare. Passenger fare directly affects people, whereas the burden of freight is also borne by the people in the long run. I am in this House for the last 2-3 years. I have witnessed the presentation of several Rail Budgets in this House and also heard the debates thereon. This is the first occasion when the people of this country have great expectation from this Rail Budget. They feel that Hon'ble Prime Minister will take such steps in the interest of the nation keeping in view the poor that will give a new dimension to India. It has proved true in this Rail Budget presented today, and the Opposition is running out of words to comment on it. I know that there is no difference in the thinking and action of this Government whatever is announced by the Government in this House will be fulfilled in coming years. Many things have been incorporated in this Rail Budget in the interest of the people and Hon'ble Minister of Railways will be successful in achieving them in a time bound manner, this is our expectation. Hon'ble Minister, the Railways has enough resources, the objective of the Railway is to progress in a meaningful way and it has great potential for future. A report regarding the potential was submitted to the Ministry of Railways by the Prakash Tandan committee in 1994 and by the Rakesh Mohan Committee in 2010. The most important pre-requisite regarding railway reform is that projects are completed within time-limit. As a result, cost of the projects with allocated budget and thus losses caused to the railway may be capped. The biggest focus, Hon'ble Minister of Railway, should be on striking a balance between time-limit and prescribed budget by the railway employees.

I want to give some suggestions for the Rail Budget. Except for 6 years of NDA rule, the rest of the time Congress has been in power or persons coming out from Congress have run the Government with Congress mentality. It is proved beyond doubt that during the reign of Atalji, the speed with which the Railways progressed during the short span of time, had one fourth of that speed been maintained during the Congress rule, today bullet trains would have been running across the cities of India. Passengers would not be forced to travel clinging to the doors of trains or on train roofs, thus endangering

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\* Speech was laid on the Table.

their lives. When I come from Gonda to Delhi, I see that there is no room for the poor to sit in general bogies. When trains arrive, they rush to board the train and finally start waiting for the next train losing their hearts. This is quite shameful situation for us. I request the Hon'ble Minister of Railways to increase the number of passengers and introduction of new trains should be planned on overcrowded routes.

In India, when freight is increased, people sitting in opposition do not miss to point their fingers at the Government. I just want to ask who are responsible for bringing railway to loss, which once used to be a profitable venture? Why the Congress decided against increasing the freight of railway in relation to increasing inflation due to vote bank politics? Did they do not know if the freight is not increased to keep pace with inflation, Railway will one day come to a standstill? Passengers are not so much worried due to increase in fares as Congress and Leftist colleagues are. I talk to the passengers of railway, the biggest emphasis of the passengers is more on providing facilities in trains and operating trains in a time bound and safe way. They think a little increase in fare is in the interest of Railways, but they expect facilities in lieu of it. I would like the Hon. Railway Minister to pay attention in this regard. Railway facilities should be increased, steps should be made for women's safety.

I would like to invite the attention of the Government towards certain shortcomings existing in the railways. The catering facility in railways is not upto the mark. The quality of food in the railways is not in keeping with the amended price. The passenger expects good quantity and quality of food in terms of his/her spending for the same. This shortcoming has been going on for a long time in the railways and there is an urgent need to take steps to improve this situation.

Inviting your attention to the expectations of the people of Devipatan division, I would like to submit the following:

1. Gonda junction is located between Lucknow-Gorakhpur railway route. Gorakhpur is 165 kilometers away and Lakhan is 120 kilometers away from here. Railway lines are available from Gonda junction to Nepalganj and Badni, Lakhs of passengers of Nepal country start their journey

every year from Gonda junction to travel to various industrial cities like Delhi, Mumbai, Surat, Ludhiana, etc. Passenger amenities are non-existent at Gonda junction. Retiring rooms are urgently needed here for passengers' relaxation because trains regularly move from the railway junction everyday and the passengers have to face a lot of inconvenience.

2. Gonda junction is such a railway station between Gorakhpur and Lucknow where tourists in thousands of number from within the country as well as other foreign countries come every to have a darshan of the land of the penance of Gautam Buddha Shravasti, Lord Swami Narayan Chapia and Shaktipeeth Maa Pateshwari temple. Beautification of Gonda railway junction should be carried out by expanding it on the lines of Gorakhpur and Lucknow and a VIP lounge should also be constructed at the said railway station.
3. Gonda railway junction was given the status of model railway station by the erstwhile Government, but no work for converting it into model railway station has been started by the Railways due to non-allocation of funds for the same. It is urgently required to carry out the compliance of the decision taken by erstwhile Government.
4. The work of doubling and electrification of railway lines between Lucknow and Gorakhpur has already been completed a year before whose trial has also been conducted by the Commissioner of Railways Safety, but the operation of electric trains has not started between these two stations so far. The people of Devipatan division expects from the Government to start operation of electric MEMU trains from Gonda to Kanpur and Gonda to Gorakhpur.
5. People have been making a demand for a long time for the stoppage of Bihar Sampark Kranti and Sapta Kranti trains at Gonda junction. Both the said trains are very important whose stoppage at Gonda model railway station is badly needed in the public interest. The Government is requested to provide stoppage of said trains.



6. People have been making a demand for a decade to run a train from Gonda to Allahabad. Erstwhile Government has also announced to run the train but the operation of train at this route has not started despite all this. A railway line is already in place for running a train from Gonda to Allahabad. Lakhs of passengers go from here to Allahabad every year by bus as Allahabad is a religious city. Therefore, the Government is requested to urgently announce the operation of a train from Gonda to Allahabad.
7. People of my Parliamentary Constituency expect from the Government to give stoppage of Bagh express train at Colonelganj station and Vaishali and Gorakhpur express trains at Jarwal railway station. You are requested to give stoppage of these trains in view of this demand of the people.

[English]

\*SHRIMATI APARUPA PODDAR (Arambagh): In the year 2000, under the leadership of the then Railway Minister, Ms. Mamata Banerjee, presently the Chief Minister of West Bengal, Indian Railways had sanctioned a new rail link from Tarakeshwar to Bishnupur, enrouting Arambagh, Jairambati, Kamarpukur and several other locations to interlink Eastern with South-Eastern Railway.

Considering a constant demand of this rail from commuters and vendors of this area this will be an easy access between Howrah of Eastern Railway and Adra of SE Railway, which would help a huge cross section of people to reduce their journey of 70/75 kms along with to avoid hazards of road journeys. The entire link has been divided into three parts, out of which, the first from Tarakeshwar to Arambagh (26 km) is almost completed but the second phase of Arambagh to Kodalbari (16 km) and the final stretch is from Kodalbari to Bishnupur (44 km) are still waiting for demands of budget grants.

I request the Hon'ble Railway Minister to sanction sufficient grants to complete the Rail Link on urgent basis which not only help the people but also to hundreds of tourists, pilgrims as well as devotees who regularly come to Jairambati, the birth place of Sarada Ma and Kamarpukur, the birth place of Ramakrishna.

I would also urge upon the Government to immediately take the proposal of construction of Arambagh-Burdwan new link line in this budget for the benefit of the common people of my Constituency.

SHRI C.L. RUALA (Mizoram): Mr. Chairperson, thank you very much for giving me the opportunity to participate in the discussion on the Railway Budget, 2014-15.

I am very happy to hear from the hon. Railway Minister that he is giving due consideration to the issue of connectivity of the remote areas. Though the hon. Railway Minister has not mentioned the names of eleven Central Projects in the North East, yet I hope that the only railway project in my constituency Mizoram, that is from Bairabi to Sairang will be included in those projects. The progress of work of this project is very slow and this is due to inadequate allocation of funds for the project. I would like to request the hon. Railway Minister to see that more funds are allocated to this project so that this Section could soon be commissioned.

Mr. Chairperson, I would like to utilize this opportunity to mention the big problem which the North Eastern States of Mizoram, Manipur, Tripura and Cachar districts of Assam are going to face in the near future and that is the issue of Mega Block in connection with gauge conversion work of Lumding-Badarpur- Silchar Section. This issue was discussed on 26th May, 2014 between a team of railway officials headed by the Divisional Railway Manager, North East Frontier Railway, Lumding and the officials of the Mizoram Government headed by the Chief Secretary. During the discussion it was pointed by the Divisional Railway Manager, Lumding that the Mega Block with gauge conversion work of Lumding- Badarpur- Silchar Section is proposed to be taken by the Railways from 1st October, 2014 and is likely to be completed by 31st March, 2015.

The Section between Badarpur-Karimganj-Silchar will be taken up for conversion in 2015 and likely to be completed in March, 2016. The branch lines between Katakhal and Bairabi Section would be taken up for completion in 2016-17. This will result in the Katakhal-Bairabi section remaining disconnected from October, 2014 to March, 2017.

This is a period of two-and-a-half years. Sir, it is suggested to do the gauge conversion work of branch

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\* Speech was laid on the Table.

lines first before taking up mega block with gauge conversion work of Lumding-Badarpur-Silchar Section. In this scenario, the metre gauge section continues to operate right upto Silchar in Assam and upto Dharamanagar in Tripura. If the gauge conversion work of Dharamanagar- Agartala, Katakhal-Bairabi, Karimganj-Mahishasan and Bairaigram-Dullabcherra are taken up first, the supply of essential commodities for the States of Mizoram Tripura continues to get supply from Churaibari and Dormanagar and Manipur can be handled from Ramnagar near Silchar. ...*(Interruptions)*

However, in such a scenario, passenger services remains disconnected in the branch lines. If the work of gauge conversion of Lumding-Badarpur-Silchar can be taken up from 1st October, 2015 and completed in March, 2016, this will ensure that the entire sections gets commissioned in one-and-a-half years instead of two-and-a-half years. ...*(Interruptions)* If this suggestion may be implemented, the difficult period which we are going to face will be lessened to a great extent.

\*SHRI KODIKUNNIL SURESH (Mavelikkara): The Government of India has forgotten Kerala while they are presenting the Railway Budget 2014-15. For Railway Ministry there is no state exists in the name of Kerala. That's why the Hon. Minister while he announces scores of new schemes, he has not mentioned a single scheme for Kerala. May be BJP government is punishing the people of Kerala for not sending even a single MP from Kerala to Parliament.

Hon. Minister, there are lakhs of people voted for BJP from Kerala and statistics says your vote percentage has increased tremendously. So the punishment you have given to the people of Kerala is a punishment for them also. You owe an explanation for this. May I remind you that, legends says Kerala was created none other than by Sri Parasurama. So neglecting Kerala will amount to inviting the wrath of God.

Really, I want to appreciate Hon. Railway Minister for the good suggestions he had made in the budget like initiative for Bullet Train, more thrust towards safety, women security and all. Moreover, for carrying forward the ideas promoted by the UPA government in its interim

budget 2014-15 by Shri. Malikarjun Khargeji, he has mooted the idea of PPP and FDI in railways sector. Though the BJP and other opposition parties at that time criticized the move as selling in India to foreigners, now they have accepted the idea and it is a welcome gesture and help Indian Railways to move forward.

I am not going to analyze the budget in its entirety, which my learned colleagues have done. I confine myself to my State and my constituency. I represent the central part of Kerala in Lok Sabha. The major rail lines in Kerala traverse through my constituency. Sabarimala is one of the famous Hindu Shrine in Kerala where millions of people visit every year. The people from South India throng the temple in huge numbers and railways are their major transport mechanism. Chengannur railway station has been declared as the Gateway to Sabarimala by the UPA government and initiated schemes to provide passenger amenities in Chengannur to the devotees of Lord Aiyappa. Immediately after the new government took charge I submitted a memorandum to Hon. Minister to convert this railways station as a world class station to provide good facility to the devotees. I have personally apprised him also. But the demand of the people has been thoroughly neglected. May I remind you that the millions of people who are visiting Sabarimala are not only from Kerala. They are from your State, Tamilnadu, and Andhra Pradesh. I once again request you to consider this case and declare Chengannur as a world class railway station and provide all facilities to the devotees like lift, elevators, resting places, dormitories, toilets and lavatories, health clinic, etc.

May I also request that railways may introduce travel facilities to the devotees upto Pampa from Chengannur by linking road transport as railways do in the case of Thirupathi and planning to do in the case of Vaishnodevi temple. It will be a great help to the devotees so that after alighting at railways station they need not run for bus or taxi.

It is really agonizing to note the budget allotted to Kerala in the budget for 2014-15. For the development work of Kerala the allotment is below Rs. 200 crore only. Whereas some states are getting as many as Rs. 20000 crore, I am not finding fault with some states getting more. You give as much as you want. But please remember people of Kerala are also your people. You are

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\* Speech was laid on the Table.

thinking of Bullet train with Rs. 60,000 crore, very nice. But remember a gauge conversion of Kollam-Shenkottai is in snail pace for want of Rs. 200 crore. Which is the priority you decide? But I have to remind you and request you to allot sufficient money to finish the gauge conversion work. Similarly, there is doubling works from Kayamkulam-Ernakulam (via) Kottayam route. Unless we provide basic facility to all, there is no meaning in providing bullet trains with huge investment and benefit mainly the upper class in the society.

2.3 crore people travel by train in a year in India, out of which 1.8 crore are lower middle class or lower class. They are those people who can't afford AC facility or food plaza or branded food or wifi or internet. So when we think of developing facilities consider them also.

You have announced 58 new trains. At least, for namesake you could have given one train to Kerala. You speak Malayalam and we thought you will consider Malayali also while deciding new trains. Among all the new trains, a Passenger from Mangalore to Kasaragode is the only one touches the land of Kerala. What a treatment to Kerala? I am not complaining about giving eight to ten train to Tamilnadu or Gujarat or all trains touching Varanasi. It is good only, because Malayali is everywhere. But please see that some of trains may pass through Kerala also for benefitting them. If you start one train from Mumbai and passes through Konkan and reach Thiruvananthapuram means a train for three states. From Varanasi to Thiruvananthapuram also is benefitting majority of states. My argument here is very simple, either you introduce new trains to Kerala in premium, superfast, express, passenger, DEMU and MEMU categories or extend the already announced trains to destinations in Kerala. Remember, we also contribute to our GDP in cash and not in kind.

Some BJP leaders from Kerala are telling that for allowing trains and scheme to Kerala, the MPs from Kerala failed to give suggestions and memorandum to Hon. Railway Minister. Since those people who commented like that are not present in the House, I could not name them. But can the Hon. Railways Minister tell that, we didn't represent. Or not represented means that Kerala should be neglected like this. May I quote the title of the Hindu news paper on 9th July after the announcement of the Railway Budget. "Hopes dashed as

State gets raw deal in budget"? What an apt depiction of the people's sentiment! Kerala has got only what Khargeji has announced in the interim Budget. Nothing more. My BJP friends in Kerala may first find answers to this and then blame us. And also let us know what happened to the memorandum you have submitted to Hon. Minister or you told the Hon. Minister not to give anything to Kerala.

Kerala people never expected this raw deal from a Minister who likes to speak Malayalam as well. May be it is the decision of a Super Minister. He may be teaching us a lesson. In democracy we can't teach lessons to the people, rather they will teach us.

Hon. Minister has announced FDI and PPP for future projects, revamp in railways reservation system, up-scaling safety to international standards, cleanliness, safety, security, etc. but what for the railway employees. Millions of employees are working in Railways. Did the Railway Minister announce anything for them? There is total disenchantment among the workers. Does the Hon. Minister announce any plan to fill up the 2.5 lakh vacant posts of railways? Who will run the industry without manpower? You are upgrading the infrastructure, new trains, etc. Are the employees ready for that? Are you giving employment to the kins of those employees who die during duty? An estimated 1500 people dies every year during duty and in service. What is the future of their families? So I submit to consider the sentiments of the railway employees also.

I appreciate the effort of the Hon. Minister to administer the Ministry vibrantly. But he has to be inclusive in decision. The resources are generated from all, so it should be distributed to all. All citizens has equal vote and none have any preferential vote, so don't expect to give any preferential treatment. We want justice. People of Kerala want justice. Give us our due share and do justice.

There are several demands for Railway Ministry related to Kerala as well as my Parliamentary constituency, Mavalikkara, which are as follows:-

Chengannur Railway Station should be declared as a pilgrim station for Sabrimala devotees. The then UPA declared this station as a Gateway of Sabrimala. Now the Railway Ministry has to provide world-class facilities for Ayappa devotees in Chengannur Railway Station.

Speedy completion of ongoing doubling work from Chengannur to Chigavannam *via* Kottayam. The Hon. Minister may provide sufficient budget allocation for this purpose.

Regarding gauge conversion from Punalur to Shengotta, this project was started in 2010. The target was 2013 for the completion of gauge conversion, but so far it has not been completed due to shortage of funds. Therefore, I may humbly request the Hon. Minister for Railways to allocate maximum fund for immediate completion of this gauge conversion.

DEMU Service from Punalur to Kollam may be started. New Rajdhani Express from New Delhi to Trivandrum *via* Bhopal, Nagpur, Palghat, Kottayam may be introduced. Madusagar Express from Ernakulam to Trivandrum. Tea Garden Express may be extended from Ernakulam to Punalur. Ernakulam to Kottayam Passenger Train be extended up to Kayamkulam. Punalur-Kanya Kumari Passenger train, which was announced in the interim Railway Budget before Onam in the month of September may be started.

*[Translation]*

\*SHRI SUBHASH CHANDRA BAHERIA (Bhilwara):  
I, while expressing my faith in you for holding the post of the Minister of Railways and for taking the Railways to new heights with your visionary leadership quality, would like to give the following suggestions regarding the railway facilities to be provided in Chittorgarh Parliamentary Constituency.

- (i) Extension of trains:- Train No. 12413-14 (Pooja Express, Jammu-Ajmer-Jammu Tawi) which is the only railway facility for going to Vaishno Devi Shrine should be extended to Udaipur station *via* Chittorgarh as it stands idle at Ajmer for 12 hours. Due to this work, the people of Mewar region can get an easy means of transport.

Train No. 19609-19610 (Ajmer-Haridwar) which stands idle for 8 hours at Ajmer should be extended upto Chittorgarh.

Train No. 22996-95 (Ajmer-Bandra) and (Udaipur-Bandra 12996-95) which runs three days a week should be run daily.

Train No. 12719-20 (Ajmer-Hyderabad) runs two days (Wednesday, Friday) a week. It should be run daily. It is suspected that the stoppage of this train will be discontinued at Chittorgarh after 23.07.2015. This should be continued.

The train between Jaipur to Madhurai which has been announced in the Budget, should be run *via* Chittorgarh.

- (ii) Stoppage:- Train number 12996-95 (Udaipur-Bandra) should be provide stoppage at Nimbahera.

Train No. 12991-92 (Udaipur-Jaipur Intercity) should be provided stoppage at Fatehnagar and Kapsan.

Train No. 09722-21 (Udaipur-Jaipur) which runs from Udaipur to Jaipur *via* Chanderia at present should be connected to Chittorgarh.

- (iii) R.O.B:- R.O.B is required to be constructed at LC gate No. 43C, Km 55.8 to 55.9 at Fatehnagar railway station in Fatehnagar Municipal area of Chittorgarh-Udaipur *via* Mavli State highway keeping in mind the huge traffic at that place. This is a long pending demand. I request to sanction R.O.B at Fatehnagar.

- (iv) Survey of new line:- Survey work of a new rail line from Pratapgarh to Ratlam *via* Banswara should be connected.

Work is in progress on Udaipur to Himmatnagar and Ahmedabad. A lump sum Budget should be provided to speed up this work so that the work can be completed in time.

The rail line from Nimach to Kota which has been announced in the Budget of 2014-15 should be connected with Begun Nagar.

Survey work of the rail line from Bhilwara to Haldi Ghati *via* Rajsamand, Gangapur and Karoi should be conducted.

- (v) Regarding container depot:- The marbel market is situated at Chittorgarh and marble is exported from Chirrorgarh across the country and the world. So, container depot should be sanctioned in Chittorgarh.

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\* Speech was laid on the Table.

- (vi) Maintenance:- Adequate space and facility is available at Chittorgarh junction for maintenance of the trains. So, it is requested to give it approval on priority basis taking personal interest in this work.
- (vii) Gauge upgradation and electrification:- The doubling and electrification work of Chittorgarh-Kota and Ajmer-Ratlam route is still pending even after getting sanction in the Budget of the year 2012. So, this work should be completed by giving it top most priority.

\*SHRI A.T. NANA PATIL (Jalgaon): I would like to thank hon. Minister of Railways for presenting such Rail Budget for the year 2014-15 which is likely to give a new direction to the country. I would like to tell hon. Minister of Railways that he has given a lot to Maharashtra but my demand has not been fulfilled till date, which I have been continuously demanding for my constituency since the Fifteenth Lok Sabha.

I come from Jalgaon in Maharashtra. I had demanded two new trains from Jalgaon to Mumbai and Bhusawal to Pune. These new trains are not being introduced. But, Rajya Rani Train No. 22102 running from Manmad to Mumbai stops in Manmad for eleven hours. The railways has got sufficient time and this train earns little revenue as it does not get sufficient number of passengers from Manmade. So I demand that Rajya Rani Train No. 22102 which runs from Manmad to Mumbai should be extended upto Bhusawal and additional 7 coaches should be added from Bhusawal. It would be convenient for us, and the Railways would earn more revenue as well. I have been making this demand for the last several years, but it has not been fulfilled yet. I expect from the new Railways Minister that he would fulfill this old demand.

No new train has been introduced from our Jalgaon. But the new trains proposed to be introduced would pass through Jalgaon. Central and Western railway zones are in my Parliamentary constituency. Trains should have stoppage at Jalgaon, Chalusgaon and Pachora in Central Railways. New trains passing through Western Railways should have stoppage at Jalgaon, Dharangaon and

Amalner. These stoppages would provide more convenience to the public of my constituency, Jalgaon. As several new trains have been announced in the Budget, stoppage of the said trains may be provided as following:

1. LTT-Lucknow A.C. Weekly should be given stoppage at Chalisgaon, Pachora and Jalgaon.

\* Speech was laid on the Table

2. Nagpur-Pune A.C. Express, Weekly should be given stoppage at Chailsaon, Pachora and Jalgaon.
3. Ahmedabad-Patna *via* Surat should be given stoppage at Amalner, Dhrangaon and Jalgaon.
4. Hazarat Nizamuddin-Pune A.C. Weekly should be given stoppage at Chalisgaon, Pachora and Jalgaon.
5. Nanded-Bikaner Express should be given stoppage at Chalisgaon, Pachora and Jalgaon.
6. Hapa-Vilaspur weekly should be given stoppage at Amalner, Dhrangaon and Jalgaon.
7. Mumbai-Gorakhpur Jansadharan Express should be given stoppage at Chalisgaon, Pachora and Jalgaon.

I have been demanding rail overbridges in my constituency for a long time but those rail overbridges have not been sanctioned in this Budget. I demand that rail over bridges should be sanctioned at Asauda Rail gate, Shivaji Nagar Rail gate and Kasgaon Rail gate of Jalgaon town. These rail overbridges were sanctioned in the Rail Budget for the year 2013-2014 or in earlier budgets, but no work has been started on the said rail overbridges.

I would like to request the hon. Minister of Railways that Amalner and Dharangaon stations in my Parliamentary constituency have been approved to be made model railway stations but no action has been taken in this regard till date. Jalgaon is a very big station and there are several problems at this station. The construction work of shade on the platform is still incomplete. The rail track at Jalgaon station is very low which causes accidents, so it should be raised.

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\* Speech was laid on the Table.

There is a godown at the station and inside Jalgaon town. The people of this town have to face a lot of problems due to the said godown. The godown located in Jalgaon town and station should be shifted from the town to Palghee or Bhadli stations. I expect that my demands may be added in the Supplementary Demands for Grants.

[English]

\*SHRIMATI POONAMBEN MAADAM (Jamnagar): I would like to express my views on the Railway Budget presented in the house on 08 July 14 and I would like to specifically raise certain issues pertaining to the state of Gujarat.

The Hon'ble Minister of Railways, Shri D V Sadananda Gowda, presented the Railway Budget 2014-15 to Parliament on July 8, 2014. In his address, Hon'ble minister commented on the performance of Railways in 2013-14 and laid out his budget proposals for 2014-15. In my view, the Railway budget has three big messages to offer: **consolidation, limited populism, and expansion largely with public private partnership**. The big vision ideas like bullet trains and a diamond quadrilateral of high-speed rail networks have been also been outlined in the railway budget. The railway budget is quite practical in focusing on completing ongoing projects and enabling online tracking of project status. Focus on one bullet train initially, and up-gradation of existing infrastructure for higher speeds on other sectors, is a good balance between **affordability and desire**. The Rail Budget for FY 14-15 heralds a new era for the Indian Railways to wake up from the slumber over long stretch of the UPA regime. The slow growth in traffic was clearly the result of wrong priorities, misdirected investments and playing politics by announcing projects without caring for implementation.

I welcome the initiatives taken by the Railway minister for the induction of new trains and extension of running distance of 11 existing trains. Initiatives for deployment of women RPF to ensure safety in trains, provision of better services in terms of food and water, dedicated freight corridor on Eastern and Western corridors, improvement of E-ticketing system, Wifi in

select trains are steps that would see our Railways attain international standards: Also, with this railway budget the Ministry targets our Railways to become the largest freight carrier in the world.

I would like to thank the Hon'ble Minister for considering many new trains and other initiatives for the people of Gujarat state and my constituency, Jamnagar in particular. The introduction of the Hapa-Bilaspur Express (Weekly) *via* Nagpur will not only help the people of my constituency in their business activities but also boost tourism activities in the state.

I would also like to highlight the fact that during his speech on Railway Budget, the Hon'ble Railway Minister announced **special pilgrim circuits** like Devi circuit, Jyotirling circuit, Jain circuit among others for running pilgrim trains. **The Rail Budget also announced 18 new line surveys, which included rail connectivity to "Char Dhams", including Kedarnath and Badrinath.** Aiming at boosting domestic tourism, the minister announced several tourist trains connecting pilgrim centres across the country. **Dwarka** is one of the foremost Chardham, four sacred Hindu pilgrimage sites, and is one of the Sapta Puri, seven most ancient religious cities in the country. Every year this holy city attracts thousands of pilgrims from all over India and the world. Unfortunately, the rail connectivity of this temple town remains a major bottleneck for the growth of religious tourism. Ahmedabad, which is the major hub for the air, rail and road connectivity in Gujarat acts as the nodal point of connectivity for Dwarka with the rest of the Country. In the absence of any high speed train links in this segment (Ahmedabad – Dwarka), the pilgrimage travel is totally dependent on the road transport network.

The induction of Shatabdi Express between Ahmedabad and Dwarka is a longstanding demand of people of my constituency. Presently, there are only two daily trains running between Ahmedabad and Dwarka (Saurashtra Mail -19005 & Okha Passenger-59547) with an average journey time of about 10 hours. However, if a fast train like Shatabdi Express is introduced, the journey period can be reduced to half. This issue assumes prime significance to boost religious tourism to this sacred town. The intended high speed train service (Ahmedabad – Dwarka) will be a major boost in connectivity between the Industrial hubs in Gujarat (Jamnagar and Rajkot) to

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\* Speech was laid on the Table.

the state capital of Ahmedabad. These towns are the hubs for the casting/forging and brass component industries. Further, due to the strategic location of Jamnagar city, all three wings of the Armed Forces *i.e.* Indian Army, Indian Air Force and Indian Navy have units/establishments in Jamnagar. The absence of any direct Air Connectivity between Jamnagar and any North Indian City poses serious hardships to our Officers/soldier's during movements on official duty and leave. A high speed train line with Ahmedabad would provide a major respite to the men in uniform.

The other issue that I wish to dwell upon pertains to establishment of coastal Railway Project for the erstwhile state of Saurashtra. There was a strong demand by the then Chief Minister of Saurashtra State for a railway line from Jamnagar to Zund (about 122 Kms) near Viramgam through the villages in the coastal areas of Jambuda, Balachadi, Hadiyana, Jhodiya, Balambha, Amra, Maliya Miyana, Desisara etc. The survey was completed by Indian railways in 1957-58. However, after the completion of Zund Kandla project and the extension of broad gauge line to Maliya Miyana, a 100 km stretch of railway line remained to be laid to complete the dream Coastal Railway line project of Saurashtra. This dream coastal railway project will not only reduce the distance between New Delhi & Saurashtra region by approximately 500 Kms, but also offer various advantages such as development of Jodiya Port in Jamnagar, revival of the old ship breaking yard of Sachana, development of coastal areas and industries of Jamnagar district and possibly have strategic importance for the Armed Forces considering the geographical position of the district.

Another demand from the people of my constituency pertains to the problems faced by the people of Jamnagar due to the origin and termination of important trains at Hapa railway station. Hapa is a small village in Jamnagar District located at 8 Kms from Jamnagar City. Hapa is more of a railway station/colony with a total population of approximately 1538. The absence of public transport between Hapa and Jamnagar imposes severe hardships on the people of the city and more so for women folk. The Railway Minister in 1996 had directed the rail authorities that all trains bound for Jamnagar to run up to Jamnagar instead of Hapa, however, this was construed as a temporary relief and not a policy decision.

May I therefore request you to kindly reconsider this issue and reinstate the decision taken in 1996.

In the words of the Prime Minister, the Rail Budget is a futuristic and growth oriented budget. The Railway Budget is for the common people and keeps in mind the development of India as it integrates the best of technology to benefit the common man. I am sure these initiatives will see the Railways become a world class network in the coming years.

*[Translation]*

HON. CHAIRPERSON: Only the speech of Shri Virendra Kashyap will go on record.

*...(Interruptions)...\**

*[Translation]*

SHRI VIRENDER KASHYAP (Shimla): Hon. Chairperson, the Hon. Railway Minister of our country, Sadanand Gowdaji has presented the first Railway Budget of the new Government for the year 2014-15. Whereas on the one hand, effort has been made in this Budget to consider and execute the schemes for taking railways ahead in a better way, on the other, a boost has been given to improve the passenger amenities. A provision has been given to improve the passenger amenities. A provision has been made in the Budget to bring our railways to international level. This is a welcome step.

I am a Member of Parliament from Shimla Constituency of Himachal Pradesh. I regret to say that only 44 Km railway line has been constructed in Himachal Pradesh after Independence which is very less, almost negligible. Railway Ministry should pay attention in this regard. A comprehensive scheme should be formulated for expansion of Railways in this hilly State so that development takes place there and tourism also gets a boost.

I would like to profusely congratulate the Hon. Minister for the fact that he has kept his priorities for completing the ongoing schemes. We can see that only 317 schemes out of 676 projects have got completed in the last 30 years. Four schemes out of these have been

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\* Not recorded

going on for the last 30 years. The Government is willing to complete these schemes so that the people can get benefits of the same. This is also a welcome step.

We are glad that you have introduced PPP mode and FDI for resource mobilization. High speed trains and bullet trains are the need of the today's era. Therefore, your effort is welcome.

You have given special attention to cleanliness in railways. This is also welcome. R.O units have been introduced for drinking water. Security and safety measures have been undertaken which is also important. You have done a great job from the point of view of security that 17 thousand soldiers of RPF out of which 4000 will be women, and will be recruited through interview. This is also welcome.

The Budget has a lot of focus on eco-tourism, education tourism and special pilgrims. I think that it is quite good. Under e-ticketing system, 200 tickets per minute will be issued. This is also good. I would like to congratulate you for making a provision in the Budget for betterment and welfare of almost 13 lakh employees.

I hail from Shimla Parliamentary Constituency. Hon. Chairman, Sir, Railway Minister is sitting here. I would like to bring to his kind notice that when I was a Member of Parliament in the year 2011 *i.e.* last term from here, a survey work was done in the year 2011 from Ghanauli to Dehradun *via* Nalagarh Baddi-Barotiwala, Kala Amb-Paonta Sahib. It is my demand to make a provision in the Budget in this regard. Besides, a railway line should be constructed from Chandigarh to Baddi. Under the industrial package given to the Himachal Pradesh at the time of NDA Government, industries worth billions of rupees were set up. Lakhs of labourers and youth got employment due to the same. If this railway line is constructed, it will be much better. Kalka-Shimla railway line having the world heritage status should be made more attractive.

Hon. Chairperson, through you, I would like to tell the Hon. Minister that when the survey of Kalka to Shimla railway line was not carried out from Britisher's side and railway line was not constructed, a common man Bhalkhu who was an employee in the railways got his own survey done. Due to this reason, NDA Government had set up a Bhalkhu museum in Shimla. My demand is that more

funds should be granted for this museum and it should be made more attractive.

Garib Rath Express from Jaipur to Chandigarh (12984) should be extended upto Kalka. Sadhbavna Express (12232) from Chandigarh to Lucknow should also be extended upto Gorakhpur because most of the labourers from Himachal Pradesh who go to Gorakhpur, will be benefitted.

When NDA Government was in power, a foundation was laid for a broad gauge line from Kalka to Parwanoo. This is merely one kilometer track. Kalka is in Haryana and we want to extend it to Parwanoo. If this broad gauge line is constructed, the apples or off season vegetables from Himachal Pradesh can be transported to the whole country through this broad gauge line.

Finally, I would like to tell the Hon. Minister that a rail motor car runs on Kalka-Shimla track. If its frequency is increased, it will attract more tourists.

With these words, I would like to thank you very much.

\*DR. RAMESH POKHRIYAL NISHANK (Haridwar): I support the Railway Budget presented by Hon. Railway Minister Shri D.V. Sadananda Gowda and appreciate the Minister and the Government for presenting this historical Railway Budget.

This Budget is historical and down to earth and it will contribute overwhelmingly in all-round development of the country by taking the railway to new heights of development in a planned manner.

Indian Railways is the pride of the country in true sense and 'Mini India' travels in it. We can say that it is a moving mini India. In its 1.16 lakh Kilometres long railway track with 63,870 passenger coaches and more than 2.4 lakh wagons, which is a major wonder not only for India but for the entire world also. It is the biggest public sector organisation in the whole world.

The UPA Government approved 99 new rail line projects to the tune of Rs. 60,000 crores during the last ten years but only one project could be completed which proves that the UPA Government did not show interest in

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\* Speech was laid on the Table



the development of the Railways due to which the country bore a huge loss.

India offers the only example in the world where inspite of 125 crore customers and 100 percent advance booking system, the Railways has shortage of funds and it runs in loss. This is really surprising. The Government needs Rs. 9 lakh crores to complete the Golden Quadrilateral network and Rs. 60,000 crores to run the bullet train. The important ideas suggested to mobilise resources to cater to this need are as follows:

An effective scheme to utilize the resources of public sector undertakings of the Railways was formulated. On the other hand, public-private partnership is also being invited and the Government has also formulated scheme to strengthen the rail infrastructure through domestic and Foreign Direct Investment (FDI).

The proposal brought by Hon. Minister will also be successful in fulfilling its objectives. The objective of near plan holiday approach, priority to running schemes and setting time limit to complete them, concept of system to mobilise funds for rail infrastructure, supportive system in taking decision for implementation of project, bringing policy related participation and transparency in procurement process, indigenisation of imported products on large scale, adopting safety standards of international level, setting up of simulation centres to study the reasons for accidents and the targets for promoting development of rail engines, passenger coaches and wagon leasing market by the Government will definitely augment the rail services. These proposals of the Government are appreciable and they show the long term vision of the Government.

The decision of proper arrangement of water and toilets alongwith foot over-bridges, escalators and lifts through PPP at railway stations will also provide relief to the common man.

The target of setting up of Railway University and empowering the youth in technical terms is incomparable.

The scope of online booking has been increased. Now, people can book the entire train, coach, their seats in chair car and their berth in the trains online. It is also a historic decision. Catering and sanitation has also been given full attention.

The decision of recruiting 17000 security personnel and 4000 women railway protection force constables for protection of common men as well as dignitaries in the Indian rail is appreciable.

Full attention is also given on improvement in Railway reservation system as well as welfare of the employees.

Provision for Rs. 100 crore in the Budget to launch 'Diamond Quadrilateral' Scheme of high speed to connect major metros and development centre of the country under leadership of the Prime Minister, Shri Narendra Modi on the lines of historical 'Golden Quadrilateral' road network launched by Shri Atal Bihari Vajpayee ji, is a far reaching step. New infrastructure is being made for bullet trains which is a revolutionary initiative.

New initiative is being taken in information technology. Decisions like digitalization of GIS Mapping of Indian Railways land, assets, thorough development of Stations, providing various facilities in parcel traffic, improving Private Freight Terminal (PFT) to promote transportation of agricultural produces by trains are the proof of strong will power of the Government.

The measures for bringing transparency to remove various flaws in the Railway functioning and the scheme of expansion of rail in hilly states and north eastern regions are also commendable. The Budget also has proposals to start many new trains.

All efforts have been made to provide rail services in all parts of the country. I congratulate the hon'ble Minister of Railways for presenting an excellent railway budget.

I would like to congratulate the hon'ble Minister of Railways on behalf of people of Uttarakhand that he has taken a historic decision to connect 'Chardham' by railway network and to introduce a tourist/pilgrim special train from Rameswaram to Haridwar *via* Bangaluru, Chennai, Ayodhya, Varanasi which is a welcome step.

Uttarakhand is vital for the nation and the world from all aspects, be it pilgrimage, tourism, adventure tourism and adventure sports.

Uttarakhand's location has strategic significance because the state shares borders with two countries. It is a special category state. Besides, Chardham *i.e.*

Badrinath, Kedarnath, Yamnotri, Gangotri, the important pilgrimage sites like Hemkund Sahib, Piran Kaliyar Sharif, Kailash Mansorowar and Nanda Devi Raj Jat are located in Uttarakhand. On the other hand, Uttarakhand is blessed with abundant natural beauty and serenity and it is popularly known as Heaven on Earth, where would famous tourist destinations like Mussorie, Dhanaultu, Pauri, Lansdowne, Chopta, Nainital, Ranikhet, Pithoragarh, Har-ki-Dun, Valley of Flowers are located and people from the country and abroad make a point to visit these places.

I urge upon the hon'ble Minister of Railways to introduce direct fast trains from major centres of the country to important tourist destinations like Haridwar, Rishikesh, Dehradun, Haldwani, Ramnagar in view of the their popularity. I also urge upon the hon'ble Minister that:-

1. The work pertaining to long pending Rishikesh-Karnaprayag rail line should be expedited.
2. All Haridwar bound trains should be extended upto Rishikesh which is the main entry point of Chardham and Garhwal.
3. Dehradun-Laksar rail line should be converted into broad gauge.
4. The construction work related to underpass at Laksar rail line should be completed immediately and work related to Deoband to Roorkee via Jhabrera rail line should also be completed. These works are hanging fire and needs to be executed immediately.
5. Raiwal Cantonment area and railway junction should be modernized and an over bridge on this railway crossing should be constructed.

Modernization of Doiwala Station is necessary as important installation like Ahmed Satellite Station, Jolly Grant Airport, Himalayan Hospital, BSF cantonment are located here.

It is important to grant approval to new rail lines *i.e.* Ramnagar-Chaukhutiya, Tanakpur-Bageshwar, Khatima to Kichh, Rishikesh to Dehradun, Saharanpur to Dehradun and other rail routes which would not only benefit the people of Uttarakhand but the entire country. I urge upon the Minister that Haridwar bound trains should

be extended upto Rishikesh or Raiwala besides doubling of Laksar-Roorkee-Haridwar to Dehradun rail line, laying of direct rail line from Haridwar to Kotdwar-Ramnagar, laying of new rail lines from Dehradun to Kalsi, Tanakpur to Jauljivi and introduction of direct train service from Mumbai to Dehradun and Kathgodam. With this, people from the country and abroad will be able to visit Uttarakhand which is known as Heaven on Earth as blessed with abundant natural beauty, Land of Ganga and Centre of Religious Faith, Spiritual Capital of the world and people of Uttarakhand and pilgrims will also be benefitted.

China has extended its rail network to the border of our country which is a matter of great concern. Hence, rail services should be extended to borders of Uttarakhand.

Lastly, I congratulate the hon'ble Minister for presenting Railway Budget for the year 2014-15 wherein estimated expenditure of Rs. 1,49,176 crores has been protected against the total earning of Rs. 1,64,374 crores. The gross traffic receipts was only Rs. 1,39,558 crores during the last year wherein the same was increased as per projection in this budget. It clearly indicates that the Indian Railway under the leadership of the Minister of Railways, Shri Sadananda Gowda will touch the heights and prove to be a milestone while materializing the dreams of Modi ji in the development of country. While supporting the budget, I extend my heartiest congratulation to the hon'ble Minister.

\*SHRI KAMLESH PASWAN (Basgaon): It is a matter of pride that Indian Railway has made a mark for itself in the world. The Railway system is being strengthened and it is scaling new heights daily. Hon'ble Minister of Railways presented the Rail Budget on June 8 in which certain projects of Uttar Pradesh have been left out. There is a backward area in Uttar Pradesh, especially in Eastern Uttar Pradesh where infrastructural development is urgently required. Development, in fact, reaches rural areas through rail lines and roads. I believe that these means of transport work like veins in body, then Eastern Uttar Pradesh should not be deprived of development.

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\* Speech was laid on the Table

It deserves to be mentioned here that my Parliamentary Constituency is attached to Gorakhpur headquarter of North Eastern Railways. In this area, which is grossly neglected from railways' perspective, the survey work for important Shahjanwa-Dohrighat rail line was completed way back in 1992 and the minimum cost of this project is Rs. 66 crore 95 lakh has not received clearance so far. This is an important rail project of Purvanchal which after completion will provide relief to the common man by inter-connecting famous Buddhist locations of Sarnath, Kushinagar and Kapilvastu.

While there is second most important rail project of Eastern Uttar Pradesh is from Barhaj Bazar to Faizabad via Dohrighat new rail line whose survey work has been completed in the year 2005 and its minimum cost is only Rs. 781 crore 81 lakh but project has not received financial clearance so far. This is nothing but misfortunate that this important rail project connecting Assam, West Bengal, Bihar and Delhi consists of construction of only 194 km track and it will minimize the distance of Delhi and reduce pressure on other tracks also.

I would again like to request that along with giving financial clearance to the said rail project, the railway station of Chauri Chaura, the most discussed martyr town of Eastern Uttar Pradesh in freedom struggle, be developed as a model station.

Hon'ble Minister of Railways not introduced either any Shatabdi or any Duranto Express from Gorakhpur to New Delhi and for Howrah, grossly neglecting Eastern Uttar Pradesh. The distance of several passenger trains have been increased but the distance of any train of Eastern Uttar Pradesh has not been increased. Passenger trains operating on Barhaj Bazar-Bhathi rail section are incurring loss and its main reason is that the distance of these trains are short. To turn this unviable rail section of Railway into a profitable one, Express trains should be started from Barhaj Bazar to Howrah and Mumbai and Barhaj Bazar railway station be changed from F category to D category.

Train No. 445 and 464 be extended from Barhaj Bazar to Varanasi, train no. 422 to Chhapra and train no. 424 to Gorakhpur in view of revenue and public interest and again the trains of these routes be run upto Barhaj

Bazar again. Alongwith this, facility of parcel coach be provided in public interest in all trains running on this rail section. To make this rail section viable this step is also quite essential. Railway enquiry wireless system be started again at Barhaj station.

The godown set up during British rule at Barhaj Bazar in 1922 was closed, it should be reconstructed and rake points be also set up so that traders along with railway may be benefited. The dilapidated railway road from Barhaj Bazar station to main road be constructed and the non-functional light points on roadside be repaired.

The arrangement for the repair of dilapidated platforms, tin sheds, chains, power/solar lamp system, toilets, urinals, passenger waiting room and safe drinking water made at Sisai, Gulabrai, Satroy, Devraha Baba halt, and Narhaj Bazar railway stations. In this regard, I have apprised Minister of Railway and railway officers several times, but no action has been taken so far.

Stoppage of Godan Express and Durg Extension at Salempur junction and the stoppage of Garib Rath and Saptakranti Express at Devaria station and stoppage of Kashi Express Godan and Purvanchal Express at Chauri Chaura Station be ensured in the public interest.

At last I request that all these important projects be completed at the earliest in the public interest.

*[English]*

\*SHRI C. GOPALAKRISHNAN (Nilgiris): I would like to record my views on the Railway Budget 2014-15 presented by the Hon'ble Railway Minister on 8 July, 2014.

Before I express my views on I would like to express my sincere thanks and gratitude to our Tamilnadu permanent Chief Minister, Revolutionary Leader 'Puratchi Thalaivi', Amma and my constituency people to elect me as an Member of Parliament from Nilgiris constituency.

Hon'ble Railway Minister presented his maiden Railway Budget for the year 2014-15. Our Hon'ble Chief Minister has welcomed and appreciated this railway

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\* Speech was laid on the Table

budget. The Railway Minister has announced various new schemes and new trains across India.

He has introduced 5 new trains for Tamilnadu State and 02 Pilgrimage trains to Melmaruvathur and Veilankanni during festivals seasons. It will really be helpful the people to visit these religious places during festivals. I appreciate the Hon'ble Minister for his new initiatives.

To ensure the safety of passengers specially for women passengers in trains and at stations across India, around 17,000 RPF constables are to be recruited and 4000 women constables for posting in all women's coaches. It is welcomed by the women passengers.

A Diamond quadrilateral to be launched for high-speed trains for connectivity between the four metros for which Rs. 100 Crore have been allocated for taking project forward. It is really to ease the passengers' traffic and improve the rail service in all metros.

Further the Railway Minister also announced 09 high speed trains which will help to reduce train journey hours and passengers time also.

The Hon'ble Minister has unveiled several innovative measures in the IT sector to increase the efficiency in functioning of the Indian Railways stations; tickets machines to issue 7,200 tickets per minute, CCTV to be installed at railway stations to monitor cleanliness at stations. I appreciate the Ministers initiatives and innovative ideas behind this.

A 'Cold Storage Godown' near Chennai to preserve vegetables and fruits is really a boost and encouragement to the vegetables and fruits growers.

Ooty is considered as one of the international tourist place in India and it is situated in my Nilgiris parliamentary constituency. This constituency has been totally neglected and even not a single project has been announced for this area. I felt some more new projects and new trains would be introduced/initiated for my Nilgiris constituency, but the people of these area are totally disappointed. The following projects/trains may be introduced for the convenience of the public in my Nilgiris constituency and my nearby constituency/City Coimbatore, in Tamilnadu:

Expansion of platform at Mettupalayam Railway Station and laying of PIT line for maintenance of Engine and Coaches.

Train No. 12672 (Nilgiris Express) Mettupalayam-Chennai at presently start with 13 coaches in Mettupalayam without general and unreserved coaches and 11 more coaches attached at Coimbatore Railway Station which causes lot of inconvenience to the passengers boarding from Mettupalayam. So the said train may be started from Mettupalayam with full capacity of 24 coaches.

Train No. 12674 Cheran Express from Coimbatore-Chennai-Coimbatore be extended upto Mettupalayam.

Train No. 22610 Coimbatore-Mangalor-Coimbatore be extended upto Mettupalayam.

Train No. 56323 Coimbatore-Mangalore-Coimbatore Fast Passenger be extended upto Mettupalayam.

Train No. 15344 Amrita Express, Coimbatore Palakkad and Trivandrum be extended upto Mettupalayam.

A new train be introduced between Mettupalayam and Bangalore.

There is no train in the evening from Mettupalayam to Coimbatore. An additional run of passenger train running from Mettupalayam and Coimbatore between 2000 hrs and 2030 hrs should be considered.

Stoppage of Passenger train running between Mettupalayam and Coimbatore be made at Veerapandi, Puthu Pudur and Tudyalur.

Stoppage of Nilgiri express at Rani Medu is needed. A ticket counter facility may be made at Rani Medu Railway Station.

A non-AC First Class coach may be re-introduced in Train No. 12672, Nilgiri Express.

Hence, I request the Hon'ble Minister to take necessary action to complete the above mentioned projects and demands of my constituency people at the earliest.

DR. THOKCHOM MEINYA (Inner Manipur): Mr. Chairman, Sir, thank you. I rise to participate in the general discussion on Railway Budget 2014-15 as

presented by the hon. Railway Minister, Shri Gowda ji. At the very outset, I would like to congratulate him for his maiden Railway Budget. However, in simple language, I would like to say that this is an ordinary and a very normal Budget. I am really sorry to mention that this is a perfectly non-balanced Budget. I do stand here to oppose the Budget.

Coming to the main discussion, I would very respectfully say that this Budget is very much non-inclusive, both in content and in quality and also in quantity. In order to improve the overall quality of the passenger services, including safety and punctuality, the Railway Minister has not proposed anything concrete. Anyway, we know the constraints imposed on him by his boss. He is so apprehensive that he was not able to do even a little amount of justice to his own State of which he was Chief Minister. But he has accommodated a bullet train from Mumbai to Ahmedabad. But I tell you very frankly, Mr. Chairman, that people of the country would have been delighted if bullet trains are proposed between Kolkata and Mumbai, Mumbai and Chennai, and Chennai and Kolkata.

Passenger fares and freight charges having been already increased significantly before the presentation of this regular Railway Budget, hon. Railway Minister has rather an easy task to do his job.

Since time available is very short, I shall now come directly to region- specific projects. The Railway Minister has not set any right tone when he speaks of projects of national importance. The national project of Udampur-Srinagar- Baramulla and other projects of strategic importance are not given priority.

The North-Eastern region, as you know, is very sensitive one. The proposed projects in this region for providing connectivity to State Capitals of Arunachal Pradesh, Nagaland, Manipur and Mizoram are yet to see the light of the day. I come from the State of Manipur. Manipur, along with other States of North-East and the State of Jammu and Kashmir, are categorized as Special Category States of the country. Manipur is one such State where no train has ever run. There are still some elders in the State who have never seen a train wagon forget about travelling in it. In 2004, for the first time, the UPA Government, under the leadership of the then hon.

Prime Minister, Dr. Manmohan Singh and respected Madam Sonia Gandhi, sanctioned the Jiribam-Tupul, Imphal, rail project. The foundation stone was laid at Jirighat by the hon. Prime Minister Dr. Manmohan Singh in 2004 in the presence of the then Union Railway Minister Shri Lalu Prasad Yadav and a host of other leaders of the North-East. This project was initially targeted to be completed by 2010 but it was extended in the first instance to 2012, then to 2014 and now to 2016. Unfortunately, it has not been mentioned this time but it is there. It is known to all of us that this is now being delayed and targeted to be completed by 2022. The reason for this delay as well as the delay in the work of Laming-Silchar gauge conversion are attributed to the adverse law and order situation in these areas. Very often we are very much sorry to learn that the Ministry has not taken up the matter with the authorities concerned for providing necessary security coverage for these projects.

I very respectfully urge upon the Union Government, particularly the Home Ministry, that funds to maintain a dedicated security to each of all the National Projects sanctioned in the region may kindly be considered and implemented in the best interest of all concerned. ...*(Interruptions)* Where has gone the initiation of the proposal for the creation of the North-East Region Rail Development Fund for ensuring necessary funds for the timely completion of the national projects in the region? ...*(Interruptions)*

Lastly, I would like to seek the indulgence of the hon. Members present and that of this august House to tell you the fact that the North-East region is a mini- India in its true sense of the term. Many different small ethnic groups settle together. Thank you....*(Interruptions)*

*[Translation]*

\*SHRI BODH SINGH BHAGAT (Balaghat): I urge the Minister to solve the problems of my Parliamentary Constituency.

1. Katangi-Tirodi new rail line has already been approved. The work load of land acquisition has remained pending due to lack of funds. The

Collector of Balaghat demanded Rs. 29,19,744 crore from the Railways for the work of land acquisition, but it was not allocated due to paucity of funds. Please make provision for allocating Rs. 100 crore in the Budget.

2. Chhindawada-Seoni-Nainpur-Mandal gauge conversion (broad gauge) work is already approved. Only Rs. 20 crore has been approved in this Budget (2014-15) which is very meager amount. The said rail line is very important in terms of transport because train is the only source of commuting to the point of origin of Maa Narmada, Amarkantak, Mandala and this is the route for going there for Pinddan and Darshan. Please make provision of Rs. 100 crore in the Budget.
3. Rs. 100.10 crore has been provided for Jabalpur, Balaghat, Gondia broad gauge line which is a very meager amount. This is the route to connect the South and the North India and it reduces the distance by around 300 kms. Its construction work is going on for about 6-7 years. It needs clearance from the Ministry of Environment and Forest. So, please take action for increasing the funds in this regard in the Budget and provide clearance from the Ministry of Environment and Forest.
4. Arrangement should be made for Tatkal reservation at Wara, Seoni Railway station as soon as possible, as it has been discontinued now.
5. Now train facility should be provided to the passengers from Katangi Balaghat to Gondia Nagpur and Raipur Bilaspur areas.
6. New rail line should be provided for Lamta Baihar to Malajkhand after completing the survey works.
7. Survey work of Hatta Kirnapur to Langi rail line has been started. It should be approved at the earliest.
8. Rajdhani Express runs from Bilaspur to New Delhi biweekly. It should be run daily.
9. Funds should be provided for construction of washing hub at Balaghat for draining of trains.

*[English]*

HON. CHAIRPERSON: The next speaker is Shri C.R. Patil. You can start now. Only Shri C.R. Patil's speech will go on record.

*[Translation]*

SHRI C.R. PATIL (Navsari): Hon. Chairperson, I am very grateful to you for giving me an opportunity to speak. Our Hon. Prime Minister has different thinking about the Railways, like trains should run on time with safety; it should run at its speed and the passengers and women travelling in the train should enjoy a safe journey. Keeping in mind all these things, the Budget presented by Hon. Shri Gowda Sahab has been successful in maintaining faith of the people in train journey. There are many compulsions which make people travel by train. Some people go up and down, some go to religious places and some go for vacation. So, the journey of the train should be pleasant. But we witnessed very painful and troublesome railway facilities in the regime of UPA or Congress Government due to which people started showing their unwillingness to travel by trains. Today, Shri Gowda Sahab has got success in bringing the trust of the people back towards train journey, I congratulate him. It has been the history of the railways that even two or three of our Railway Ministers got derailed.....\* But I know that the railway does not have to get derailed. It has to run in a smooth way and Gowda Sahab knows it well. He has come here after holding the office of the Chief Minister of Karnataka. The experience, the authenticity and the transparent behaviour with which he has come here, will be utilized here. I would like to talk about my Parliamentary Constituency Navsari and its twin city Surat. People of every village of the country live in Surat. But there are some shortcomings in the railway facilities of that area. A.D.R.M. office is required to be set up there to sort out the problems. Nine years have passed when Navsari became a district but the benefits due to it, have not been provided till date. Quota of Navsari and Surat has not increased so far as per expectation. At the time of vacations, the quota is transferred to Mumbai head office. I would like to request Shri Gowdaji that the quota should be used for the station

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\* Not recorded as ordered by the Chair.

to which it belongs. You should also give directions to your officers. Surat is a centre of big industries of diamond and textiles. Thousands of youth move up-down from Surat to Wapi. Due to shortage of coaches in the trains, people have to travel on the roofs of the trains. In spite of having passes and tickets, they do not get seat. When any accident takes place as a result thereof and a person aged 25-30 years dies, the family of that person is totally destroyed. I urge upon Shri Gowda Saheb to increase coaches in the train and introduce one more train for the convenience of passengers. The work to introduce double decker train between Surat and Jalgaon has been going on for the past many years, but it has not been completed as yet. The work should be expedited because the trains originate from here for Andhra Pradesh, Uttar Pradesh and Bihar and there becomes a bottleneck. Therefore, I urge upon the hon. Minister to expedite and complete this work at the earliest. A large number of people from Bihar and Uttar Pradesh are residing in Surat and around 100 MPs have been elected from Bihar and Uttar Pradesh on the ticket of our Party. Hence, I urge upon all these Hon'ble MP's to kindly extend their support for introduction of a train from Surat to Patna and Surat to Varanasi. Height of the platform has lowered here due to which accidents take place almost daily. People loose their legs and also their lives while deboarding the train, hence there is an urgent need to raise the height of the platform ...*(Interruptions)*... There is a need to convert Kosamba to Umarpada narrow gauge line into broad gauge line and this line should be extended upto Nandurbar ...*(Interruptions)*... I am raising this issue for my fellow MP because he didn't get an opportunity to raise his points, as we all have to complete within three minutes. All are sitting here for me. A train from Surat to Mahua should be introduced. Gujarat Queen train runs from Varanasi to Ahmedabad and remain stationed there for the day, if this train is extended upto Palanpur, then it will return to Valsad in the evening on the same day and people will be benefitted as well...*(Interruptions)*

HON. CHAIRPERSON: You may give all your remaining demands to the Minister in writing.

SHRI C.R. PATIL: It will be beneficial for people.

Thank you, Mr. Chairperson, I have concluded my speech before the ringing of bell.

*[English]*

HON. CHAIRPERSON: Hon. Members, before I call the next speaker, I would like to state there is a long list of speakers pending with me. I would request the hon. Members to complete their speeches within three or four minutes.

*[Translation]*

SHRIMATI SANTOSH AHLAWAT (Jhunjhunu): Hon. Chairperson, I thank you for providing me an opportunity to speak on an important issue like Railway Budget.

Sir, I hail from Shekhawati in Rajasthan which is known as land of brave warriors. I would like to thank the Hon. Prime Minister and the Minister of Railways for the efforts made to break the curse of the earlier Government. I am saying so because only one train from Loharu to Sikar *via* Jhunjhunu was being operated but the operation of the said train has been discontinued since the last two and half years due to mismanagement. My dream to travel to Delhi by train has not been fulfilled yet. Hence, I am glad by the announcement made to introduce a train from here. I do not wish to go into the data, but would like to draw your kind attention towards this point. The salient feature of this Railway Budget is that priority has been accorded to balanced growth of all regions instead of any particular region. Four premium trains, six Express trains and ten passenger trains have been announced for Rajasthan which will not only connect Rajasthan with different areas of the country, but also connect interior parts of Rajasthan and will pave the way for economic and social development of Rajasthan. I would like to request the Minister of Railways that my Parliamentary Constituency, Jhunjhunu has contributed the maximum number of soldiers to Indian Army. Industrialists of Jhunjhunu are not only contributing to the country but also to foreign countries. I would like to urge upon the Minister to introduce a train from Loharu to Delhi *via* Sikar, Jhunjhunu and Jaipur so as to enable Members of Parliament to travel to Delhi by train. I would like to urge upon that a special train to spread the teachings of Swami Vivekanand is being operated and here I would like to mention that Swami Vivekanand had infused self confidence among Indian people who were treated as slaves during the pre-independence era and introduced the world with the Indian culture. The

Maharaja of Khetri town in Jhunjhunu district had greatly contributed Swami ji in this task. Therefore, I would urge upon to provide proper rail service in Jhunjhunu. The Railway Budget not only showcase the intention of the Government, but it also reflects the commitment of the Government in fulfilling these promises which is evident in the generation of funds for various schemes. I feel that the Railway Budget will fulfill the dream of Swami Vivekanand of prosperous, educated and united India. I would like to thank on behalf of all women power of the country including myself that announcement has been made to provide employment to women in railways as well as provision has been made to ensure safety of women ...*(Interruptions)*... This is my maiden speech ...*(Interruptions)*

HON. CHAIRPERSON: There is paucity of time today.

SHRIMATI SANTOSH AHLAWAT: I will conclude after saying just one line. I am the only women out of the 25 MPs elected from Rajasthan, hence, please favour me. I am surprised at my colleagues sitting in the Opposition that they were in power for the last ten years and did nothing. But, today they are giving advice, boycotting the House, criticizing the Government and speaking against the Budget. I would like to say-

"Inka Kya Vishwas Bharti,  
Desh, Dharm, Iman Bech Dein,  
Zaroorat Pade to Taj Mahal Aur  
Ganga Ka Maidan Bech Dein,  
Jaane Kab Kya Kursi Ki Khatir,  
Sara Hindustan Bech Dein."

Mr. Chairperson, I have not completed my speech, but I do not wish you to ring the bell again. Hence, while expressing my gratitude to you, I conclude my speech.

SHRI DEEPENDER SINGH HOODA (Rohtak): Hon. Chairperson, Sir, I am grateful to you for giving me time to speak on such important subject like the Railway Budget. I know about the limitation of time and already a long discussion has taken place. Instead of discussing the general issues, I would like to discuss my points in brief.

When the fares of the trains were increased, it became a big issue and a lot of discussion has been held

in this regard. After the increase in fares, people expected that the way in which the fares have increased, more attention will be paid towards facilities and it is possible that new railway lines would not be laid.

My fellow MP, who has been elected from Jhunjhunu Constituency on the ticket of Bharatiya Janata Party, has rightly said just now that a direct rail line should be laid from Jhunjhunu to Juhari. I would like to add that it should be extended and cover Palara, Dadri and Jhajhar. Survey work in this regard has been conducted. We are sitting here facing each other. I think, I support her point and she should also support mine. We should consider any work rising above party politics, if it is in country's interest.

I have a suspicion in mind keeping in view the way in which you have focused on FDI and PPP. I would like to say in this regard that I am not against FDI and PPP theoretically. Investment should be welcomes without thinking about its source because we have to build infrastructure in our country. But we should not think about the future of the Railways only through FDI and PPP. We should remember the point that if Adani and Ambani invest in the Railways, it will not be for the welfare of the people only rather it will be for their returns also.

You mentioned about many socially viable projects which have not been included in this Budget. The social viable projects had been launched earlier. One can quote Jhunjhunu as an example. If direct line is laid between Jhunjhunu to Delhi section, there is no commercial viability as there is no freight traffic from there but people need it. So attention should be given towards it.

I would like to lay three points regarding my Constituency. The first point which I want to discuss is about Delhi-NCR. NCR includes 80-100 Km of adjoining area when the fares of the trains were increased, it became an issue. But there was one more point which became an issue bigger than that. The MPs of Shiv Sena and Bhartiya Janata Party of Mumbai suburban, which is spread over 80 Kms, met you. On their request, you reduced the fares which had been increased by you for Mumbai and its adjoining 80 Km area. We welcome it. The daily passengers have to travel by train everyday to earn their livelihood. Therefore, you took a good decision.



I would like to remind the Railway Minister that Mumbai is the capital of Maharashtra but Delhi is the capital of India. Delhi is the biggest city of the country and second largest city in the world after Tokyo in terms of population. As you reduced the fare of Mumbai and its adjoining areas extending upto 80 Km, you should also reduce the fare of Delhi-NCR area. You reduced the fare of that area because daily passenger travel there to earn their livelihood. But there is an issue about Delhi too. The people of Delhi-NCR also travel daily to earn their livelihood. There are 17 Lok Sabha Members from Delhi-NCR area out of which 16 are from Bharatiya Janta Party. They are not expressing their points openly before you, but I know that they are with me on this matter. Shri Sukhbir Singh Jaunapuria is here. He has been elected from Rajasthan, but he belongs to that area and he will support my point to reduce the fares of this area also.

In the previous Budget, some decisions had been taken regarding Haryana. But these are not mentioned in this Budget. I hope that the Railway Minister would pay attention to this also. It had been announced to run an Intercity Express from Jaipur to Chandigarh in the previous Railway Budget. The train was proposed to be run from Jaipur to Chandigarh *via* Rewari, Rohtak and Jind. It has not been mentioned in this Budget, whereas it had been approved in the previous Budget but was not started. I hope there will be no politics in it and the train which has been announced in the Budget would run in the coming days.

There was a mention of setting up of a big rail factory in Sonipat in the previous Budget *i.e.* the Budget of the year 2013-14. No fund has been allocated for the said project in this Railway Budget. I congratulate the Railway Minister for presenting the Railway Budget for the first time and express my gratitude to him that he has listened to the whole discussion sitting here. I congratulate him for this. I hope that the rail coach factory would remain in Sonipat and you will start this work by allocating funds in this regard. The proposal to set up that coach factory came in the previous Budget but fund had not been allocated to start it.

At last, I want to express objection on the point that Haryana has not got its due share in the Railway Budget. We got three new rail lines, three projects, four

modernization projects, five new Memu Demu, 19 new trains and one survey in the Budget of the year 2013-14, while in this Budget we have got only two new projects, one modernization project and two new trains. If we compare, Haryana had been provided projects of Rs. 85,000 crore in the previous Budget while it has got projects of only Rs. 225 crore in this Budget. Please keep in mind all these points while giving your reply.

[English]

\*DR. KULMANI SAMAL (Jagatsinghpur): I would like to put my views on the Demands for Grants (Railways) for 2013-14. I am thankful to Minister of Railways that he has initiated to introduce two new trains from Paradip to Howarah and from Paradip to Vishakhapatnam.

I would like to mention here that inspite of abundance of natural resources, Odisha is one of the most backward states of the country. Similarly, inspite of generating a sizeable amount *i.e.* Rs 14,000 crore of revenue, the allocation of the funds to the State for infrastructure development is not up to the level of expectation. Keeping in view development of Railway infrastructure, the Govt. of Odisha requested for Rs. 3160 crore whereas only less than half of the amount that is Rs. 1420 crore was allotted to the state. I am sorry to mention that there are seven district of Odisha, which have not been linked with Railway network. It is a clear picture that respective Central Governments whether UPA or NDA have always neglected by ignoring the genuine demands of the state. It is pertinent to note that Odisha had received only Rs. 841 crore, Rs. 655 crore and Rs. 1116 crore in the last three railway budgets. Though it has been increased this time, the allocation, from view point of increase in raw materials and other things, is grossly insufficient to meet the cost of various ongoing projects in the State. The Railway Zone coming across Odisha is considered as a profit generating Zone and is also considered as one of the most preferred destinations for investment, especially in the metal, mining and power sectors, but the Minister of Railways has overlooked the state.

I would like to draw the attention of Minister of Railways to the foundation stone for laying of 82 kms. rail

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\* Speech was laid on the Table.

line between Haridashpur and Paradip in Odisha which should be taken into consideration for completion. Hence, I request Shri Gowda Ji, Hon'ble Minister of Railways to consider for laying of the said line keeping in view importance of Paradip Port as a major port as well as various industrial set-ups therein. Paradip attracts thousands of tourists due to its status of major seaport and various industrial set-ups and Konark for the famous Sun Temple. I request to Hon'ble Railway Minister to consider linking Paradip with Konark by rail route since both the places are equally important on account of tourism potential of the State.

\*DR. A. SAMPATH (Attingal): The sanctity of our Rail Budgets is being lost year by year. Those declarations made in the budgets remaining unfulfilled are increasing. Ministers have started to shower promises and those promises are withered away without even a single stone unturned.

Railways are the veins of the nation which leads to more integration of our polity and society. But the parochial attitude of various Ministers and callous attitude of bureaucrats have led to an even widening gap between the people and the institution.

The recent hike in the passenger fare as well as freight charges will definitely add more fuel to the fire of agony of the common people. Now the Parliament does not have any say in the increase of fuel prices or in the increase of rail fares. The neo-liberal economic policies have started swallowing the powers of Parliament and thereby the political powers of the common people. Hence, I oppose the demands for grants in Rail Budget.

How can one imagine that the Hon'ble Railway Minister does not know the demands of the State of Kerala and its peculiar geographical and demographic features? For the first time, Kerala has been utterly neglected. 58 new trains were declared. But my state did not get even a single piece of the pie. We got no new projects. What happened to these projects like Medical College at Thiruvananthapuram, two Coaching terminus, one at Nemom in Pallichal Grama Panchayat of Attingal Lok Sabha Constituency and the other one at Kottayam? The drinking water bottling plant was declared for

Thiruvananthapuram. Most modern power laundries for Thiruvananthapuram and Ernakulam, and the Railway hotel at Thiruvananthapuram have all gone in to oblivion in the recent Budget. The coach factory allotted for Palakkad is yet to take shape. Why when it comes for Kerala alone? Railways insist for P.P.P. for which we still do not have a role model. What about the wagon factory at Cherthala for which the previous LDF Government in Kerala has done quite a lot of home work and obtained consent from the railway minister?

We need safe and comfortable journeys, Speed comes next only. Are our trains and railway premises clean? Now this year's budget intends for more privatizations. PPP is not a panacea for the illness of the railways. Railway needs funds for development and modernization. It should get more budgetary support as well as plan funds from the Planning Commission. Railway should not be a commercial concern and it cannot be. There is no alternative for common people for long distance journeys. But it has become difficult if not impossible for them to get a reservation during seasons to reach their home land. Even one to two months is not sufficient.

Why the railway officials are still hesitant to discuss and rectify minor and small issues, with local representatives including the district development-councils chaired by the district collectors regularly? I hope certain mindsets have to be changed without any delay.

At Nemom railway station, railway have its own land and hence it can be developed into Thiruvananthapuram South and thereby reduce the traffic congestion in between Thiruvananthapuram Central and Kochuveli.

In rail tourism, as Minister mentioned under Chapter X, Para 1 & 2 at Page 15 of his budget speech, Guruvayoor and Varkala should also be included. More centres of Karnataka and Kerala can also be added if we extend the Byndoor- Kasargod train.

I humbly demand the increasing of frequency of Train Nos.12431/42 H. Nizamuddin to Trivandrum Central Rajdhani Express. 12217/18 Kerala Sampark Kranti Express and 22641/42 Shalimar Express.

Kerala is a State having population and more than 3.50 crore and it is the only region which still lacks a

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\* Speech was laid on the Table.

railway zone. I request the Hon'ble Minister to consider this genuine demand at the earliest.

Two lakhs of vacancies are yet to be filled up. The work load of the employees have to be reduced. Safety of the passengers and freight cannot be compromised at all. The State of Kerala has been demanding for the introduction of new trains such as Kanyakumari-Goa Janasadaran Express; Kozhikode- Bangalore Janshabdi/Intercity Express (Via Salem); Ernakulam-Kollam passenger train; Bangalore-Nagerkovil Express; Vadodara Trivandrum Express *via* Pune.

Also, some of the existing train services have to be extended such as 12977/78 Maru Sagar Express to Trivandrum; 16187/88 Tea Garden Express to Trivandrum; 56385 Ernakulam Kottayam Passenger to Kayamkulam 56653 Calicut Kannur Passenger to Mahgalore.

The work on the doubling of Ernakulam-Kayamkulam *via* Kottayam is very slow though land is already provided. More funds should be allotted for immediate completion of the project.

Ernakulam-Alleppy-Kayamkulam is one of the most important traffic routes in Kerala relating to tourism. The Alleppy backwaters are an international destination and hence doubling of the route is essential.

The work on the Shornur-Mangalore electrification is moving at a snails pace. More funds should be allocated for early completion which will help for movement of goods and passengers.

The Kozhikode, Ernakulam and Trivandrum stations have been included for upgradation as World Class Stations. Feasibility reports have also been submitted to the Railways. The work for world class level should augment either through allocation of more funds or through PPP mode.

Varkala, Kadakkavur, Chirayinkeezhu, Murukkumpuzha and Kaniyapuram may be declared as Adarsh Railway Stations. Kadakkavur Railway Station building should be declared as a heritage railway station.

From Guwahati to Thiruvananthapuram/Kochuveli a new train may be introduced on daily basis to facilitate more travel of migrant workers from North- East.

The capital City of the State of Kerala may be connected with Jammu – Tavi by daily train which is a necessity.

A new daily express train: Madgaon (Goa) – Kottayam-Kanyakumari may be started (Mumbai-Goa Konkan Kanya rakes can be used for this train) Increase in the frequency: of 2201/2202 LTT Kurla -Kochuveli Garib Rath; from Bi- weekly to daily is a genuine need. Likewise, Train No.2223/2224 LTT Kurla – Ernakulam Duronto shall become daily express and this shall be extended to Kochuveli.

As the southernmost State and a large number of its population living and working in the north Indian State, adequate number of Holiday Special trains should also be provided to Kerala.

Varkala is a famous tourist centre and pilgrimage centre of the Samadhi Place of Sree Narayana Guru. Thousands of people are thronging Varkala every day. Hence, it is absolutely necessary to allow stops to all Express and Superfast trains at Varkala Sivagiri Railway Stations.

Those trains which are present do not have a stoppage at Varkala should be given a stoppage either at Kadakkavur or at Chirayinkeezhu or at Murukkumpuzha or at Kaniyapuram on alternate basis. The last two stations are nearest to the CRPF Battalion Centre and the Technopark and the newly emerging Technocity. It is also nearest to the world famous Santigiri Ashram.

At present many Refreshment stalls in Railway Stations are not properly maintained and enough care is not given for cleanliness. Hence, the catering needs in some of the Railway Stations may please be handed over to Kudumba Shree Units, run by Women's Self Help Groups. This will bring good change in serving food and behavior. The lady passengers and commuters will also feel safe in the presence of these elderly women.

Foot Over-Bridges are to be provided at Nedom, Murukkumpuzha, Kappil and Kaniyapuram Railway Stations (all in Thiruvananthapuram District). At present the public is crossing over the railway track to reach the other end, which is not safe and admissible. The heights of the platforms may be increased to ensure the safety of the commuters. The roofs of the existing platforms may

be extended to provide shelter to passengers during day time and rainy seasons.

Late Shri Varkala Radhakrishnan (Veteran MP and former Speaker of Kerala Legislative Assembly) pressed for stoppage of Train Nos. 16349/16350 Parasuram Express at Chirayinkeezhu. It was accepted by the Railways and displayed in their website also. But, now the same has gone out from the website of the railways. It is indeed a shocking matter, Keeping its promise, by providing stoppage of Train Nos 16349 and 16350 at Chirayinkeezhu will be highly beneficial to the ladies and senior citizens also coming to the city during office hours. Chirayinkeezhu is the birth place of famous Cine Star Prem Nazir, whose 25th death anniversary is 2014.

All new trains starting from Kocheveli and Thiruvananthapuram Central which do not have a stoppage before it reaches Kollam Junction should be given a stoppage at Chirayinkeezhu or at Kadakkavur. All night trains to Thiruvananthapuram Central/Nagarcoil Junction side should be provided with at least two stoppages south of Kollam, preferably Chirayinkeezhu/Nemom respectively.

Angamaly – Nedumnagad – Venjaramoodu as declared earlier the Railway connectivity through the eastern side of Kerala should become a reality. Vizhinjam, Balaramapuram, Kattakkada, Nedumangad, Vamanapuram areas can be connected as southern part of Angamaly –Sabri routes.

The new Railway Minister has a smiling face. Let the passengers and employees also share that smile.

*[Translation]*

\*SHRI LAKHAN LAL SAHU (Bilaspur): I congratulate the Hon'ble Prime Minister and Hon'ble Minister of Railway for presenting a balanced Railway Budget. Hon'ble Minister of Railways has presented the complete picture of Indian Railway before the country. Hon'ble Minister of Railways has clarified as to what kind of legacy he inherited and what is the financial condition of Railways. In the Budget, emphasis has been given to streamline functioning of Railways and to provide amenities to common people as well as timely execution

of safety and security schemes announced in Railway Budget, passenger amenities, financial discipline, mobilization of funds, use of information technology, and transparency and better functioning.

Railway Budget is the beginning for transformation of Indian Railways. Pilgrims have been accorded special importance through bullet trains. Commendable efforts have been made in providing high speed trains, bullet trains, better catering services, cleanliness in railways, wifi facility as well as ensuring safety of women passengers by creating Mahila Suraksha Bal.

My Parliamentary Constituency, Bilaspur is called Nyaydhani (legal capital) of Chhattisgarh. Bilaspur railway zone generates highest revenue in the country. Though people belonging to different communities reside here, it is a Scheduled Castes and Tribal dominated constituency. Bilaspur is rich in agriculture, industrial forest produce and I would like to draw the attention of the Hon'ble Minister of Railways for expansion of railway services to promote and streamline the said business of forest produce.

1. Bilaspur Mungeli-Mandla-Jabalpur line should be made operational where survey work was conducted during British regime.
2. New railway line from Charoda to Bilaspur via Bemetara Nawagarh Mungeli should be laid after conducting survey of the same at the earliest.
3. Railway line from Dongargarh to Bilaspur via Dongargarh, Khairagarh, Kawardha, Padaria, Mungeli, Takhatpur, Bilaspur should be laid which will serve as bypass for Bilaspur to Nagpur railway line.

All these three demands will connect newly formed district Mungeli, Bemetara and Kawardha where the people are excited to see train for the first time after 65 years of independence. I hope that the Hon'ble Minister of Railway will surely fulfil the demand.

4. Doubling of Bilaspur to Kathi rail line.
5. There is an urgent need to open railway reservation counter in newly formed district Mungeli in Chhattisgarh state.

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\* Speech was laid on the Table.

6. Bilaspur to Raipur metro rail project should be sanctioned for expansion of rail services in Bilaspur the Nyaydhani (legal capital) of Chhattisgarh in public interest so as to earn higher revenue.
7. There is an urgent need to construct railway crossing at various places and foot-over bridge at Parsada under Bilaspur zone.
8. There is an urgent need to introduce new train from Bilaspur to Katra.
9. Passenger train should be provided stoppage at Belgehena railway station during day time. A number of trains pass through the station but not single train has been provided stoppage there.
10. New passenger train from Bilaspur to Nagpur, Bhopal and Indore should be introduced during day time.
11. A new express passenger train from Bilaspur to Mumbai should be introduced.
12. Express train from Bilaspur to Kolkata should be introduced.
13. Lok yatri train should run from Bilaspur to Durg.
14. An intercity Express from Bilaspur to Shahdol should run.
15. Sarnath Express train should be extended upto Chhapra instead of Durg.
16. There is a need to run passenger train from Bilaspur to Tirupati, Chennai.
17. Vacant posts should be filled by Railway Recruitment Board.
18. Bilaspur to Ambikapur-Banaras old railway line should be laid.
19. An express train from Bilaspur to Varanasi should run during day time.
20. The number of general coaches should be increased in trains originating from Chhattisgarh.
21. There should be a provision to provide railway pass to candidates appearing in examination conducted by Railway Recruitment Board and

special concession should be provided in railway to the candidates belonging to the Schedule Tribe communities.

22. The demand of Rs. 100 crore should be sanctioned for providing passenger amenities and proper development of Bilaspur railway zone.

With these words I congratulate the Hon'ble Minister of Railways for presenting development oriented Budget and support this Budget.

SHRI HUKUM SINGH (Kairana): Sir, Shamli is my district and the nearby district is Baghpat from where Member of Parliament Shri Satyapal Singh is sitting here. There are two districts of Uttar Pradesh which are not directly linked to Lucknow headquarter of railways. This is a matter of shame for us that even after 67 years of freedom, these two districts have not been connected with Lucknow through a direct train service. Any passenger going to Lucknow will have to first come to Delhi and then reach Lucknow. I believe that Railway Minister will definitely pay attention in this regard.

Sir, I would like to thank the Martin Burn company which considered ourselves worthy in the sense that they laid a direct line from there. After independence, only that narrow-gauge line has been converted into broad-gauge line. I would like to state only two things here on behalf of railway passengers. The first demand of passengers is safety. Hon. Railway Minister had mentioned about safety in the railway budget speech but is the situation today such that a passenger feels safe in sitting in a train? Sir, the situation of the Government of Uttar Pradesh is such that Gundaraj is prevailing there and everyone knows about it. Lucknow mail was stopped after Moradabad and looting took place for upto 45 minutes and as if the looters did not feel satisfied with this much only, they also stopped. Lucknow mail bound to Delhi and looting took place in that train also for 45 minutes. You can understand what the passengers must have gone through during this whole episode. What the women whose jewellery have been looted must have suffered. Therefore, I would like to say that these may be the incidents before the formation of the Government, but let us review the cases of last 6 months as to how incidents have taken place in the last six months within the periphery of 100-200 kilometers of Delhi and why have these happened?

Sir, on the basis of my information, I convey that in case of loot or theft at the station, the police personnel posted there are totally involved in such incidents of loot. They even have the list telling as to which looter will stand where and on which coach he will have his duty. If they wish, they can catch the looters even after two months.

I would like to urge you that any citizen who wants to travel to any part of the country should get reservation without any corruption and bribe. You don't need to go far, you will find outside the Parliament so many brokers loitering around who will be getting reservation confirmed by printing letter pads of Members of Parliament and using fake signatures. Sir, you should start from here and cleanliness will take place and corruption will be removed.

My third point is that when Shatabdi and Rajdhani trains started, the people used to think that good food will be served but these trains have come to a situation that any sensible person does not like to eat food there. If you are able to improve this situation, you will win appreciation. There could not have been a better budget than this. Hon. Minister has made full effort but there is a need to work in this direction. If you work in a better way, you will come again.

SHRI JUGAL KISHORE (Jammu): Sir, I would like to thank you for giving me an opportunity to speak in the Parliament. At the outset, I would like to thank the Hon. Prime Minister and the Railway Minister who gave green signal to Shrishakti Express for Katra so that more and more number of people can have a glimpse of Maa Vaishano Devi in the coming days. I would like to thank the Railway Minister for taking good steps for bringing improvement in this department. Simultaneously, regarding my Parliamentary Constituency Jammu, I would like to say that survey of Jammu-Poonch railway line has been completed but the work is yet to be started. Through you, I would like to urge to get the work is yet to be started. Through you, I would like to urge to get the work of this railway line started at the earliest, so that these four districts can get benefits of the same. Further, these four districts are located on the border and this railway line will cover the whole border. In view of the security of the country, the work of Jammu-Poonch railway line should be started at the earliest. As a result

of this, migration of people to Jammu city will also stop. The number of coaches of Hemkunt Express running from Jammu to Hardwar should be increased so that the rush existing there can get reduced. There is only one train at present and that has less number of coaches. Either a new train should be introduced or the number of coaches in the existing train should be increased. In addition to it, Hemkunt Express and Malwa Express should stop at district headquarter. Samba is one of our districts. Hemkunt and Malwa Express trains should stop at Samba district headquarter. There is a proposal to open DRM office in Jammu and the train has reached Kashmir, so DRM office should be opened in Jammu at the earliest. Furthermore, a rail coach factory or a rail sleeper factory should be set up at Jammu, so that the unemployed youth of Jammu could get employment.

There are some such railway crossings from Jammu to Udhampur and from Samba to Jammu where the chances of accidents remain high. Road ove-bridges should be constructed at the places like Bajalata, Manwal, Majih, Ponthal, Sambha, etc. so that the chance of an accident becomes negated, Furthermore, I want to say that the people whose land from Jammu to Udhampur have come under railways, haven't got jobs till now. When they offered their land, there was also a provision of providing a job, but they haven't been given jobs as on date. I would like to say that Jammu has transformed into a big city and spread over 15-20 kilometers. Either a local train should run there or a provision of metro train should be made. I think that if a local train is introduced, it can benefit a lot of people. The work of constructing railway line from Jammu to Poonch should be started soon as it is a very important task from the country's security point of view.

*[English]*

\*PROF. RAVINDRA VISHWANATH GAIKWAD (Osmanabad): I would like to express my views on Railway Budget presented by Hon. Minister for Indian Railways on 8.7.2014. This is first Railway Budget of NDA Govt. under the Leadership of hon. Prime Minister Shri Narendra Modi.

At the first sight I feel that one can react that it is not a common man Budget because of the fact of rise in fare

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\* Speech was laid on the Table.

and freight. However there are good proposals in this Budget like introduction of new 58 trains, provision of quality food, sanitation and hygienic coaches.

Introduction of Bullet Trains as per the dreams of the people of the country is a most welcome step by the NDA Govt. The first Bullet Train will be launched between Ahmedabad – Mumbai route.

There is a good step in right direction that the four Metro Railway stations are developed as world class stations.

For the security of passengers there are large number of recruitment of women RPF and male RPF which is very good decision for the safety of passengers.

In so far as my constituency of Osmanabad is concerned, it is a historical place where the Tuljabhavani Temple is located and thousands of devotees come there daily, so there is a railway route for the convenience of devotees.

There are some railway routes which I suggest for development of my constituency Solapur-Tuljapur – Ousmanabad-Beed-Jalana-Jalgaon; Solapur Tuljapur – Hyderabad; Kurdwadi-Barshi-Vairag-Tuljpur—Hyderabad; and Gulbarga-Latur

These are some Railway routes by which the distance of these district will become closer and the very convenient to the people of my constituency.

On the first sight we can say that the budget clearly indicates the long term vision for Indian Railway.

I must congratulate you for shouldering the responsibility of Minister of Indian Railway and I am sure that you will be able to fulfill all the development in this sector.

*[Translation]*

SHRI DADDAN MISHRA (Shravasti): Sir, I thank you for giving me an opportunity to speak. I am a new Member and have got the opportunity to deliver my maiden speech. I rise in support of the Railway Budget because the Minister has presented very appreciable, balanced, development oriented and visionary Budget. I have been listening to general discussion on the Budget since yesterday. Many points have been discussed

already, so I don't want to waste time of the House by repeating the same points.

My Parliamentary Constituency Shravasti is divided into two districts-Shravasti and Balrampur. Shravasti is the holy land where Mahatma Buddha had performed penance and Balrampur has its significance as being the work place of our former Prime Minister, Atal Ji. He had been elected from that Constituency for the first time in 1957 and again in 1962. I wish to submit that even after so many years of independence when we are talking about bullet train, my district Shravasti is the only district of the plains where there is not a single centimeter of rail line.

Various movements have taken place since independence till date to link Shravasti with rail line and the inhabitants of Shravasti has formed a committee just a few days before the elections to link Shravasti with rail line. They had come to Delhi and staged sit-in also and they extended their cooperation to accomplish the mission of Hon. Narendra Modi ji. Therefore, they want that Shravasti should be linked with rail line. Our nearest junction is Bahraich, however, there is still meter gauge rail line. The then Prime Minister, Shri Atal ji had laid foundation stone of converting Bahraich line into broad gauge but this work is still incomplete.

We demand that Shravasti should be connected with Tulsipur *via* Binga-Sirsia in order to connect it with rail line so that the people of Shrawasti could get the railway facility. Today, when we talk about bullet train, there are many old age people in my Constituency who have not seen train even now. Apart from this, we have more two or three small demands. Budhwal-Bahraich rail line had been set up in the Budget of the year 2010-11 for which work has not been started so far.

HON. CHAIRPERSON: If you have any other point, please hand it over to Hon. Minister in writing.

SHRI DADDAN MISHRA: I have handed it over to Hon. Minister in writing. I wish to bring it to the cognizance of the House also. Moreover, Hon. Jagdambika Pal ji also has a demand. I also support that because it will benefit the people of my Constituency. I request you to connect Bahraich Khalilabad *via* Shravasti Balrampur and Utrala.

\*SHRI PANKAJ CHAUDHARY (Maharajganj): This Budget is a historical Budget for all round development of the country. The Hon. Minister has focussed on every sector through this Budget to move the country towards development. This is a visionary Budget. This Budget will prove as a milestone in the development of the country. In this Budget, attention has been paid to connect major religious places of the country with railway and bullet train has been announced to be run so that India can make its own imprint in the whole world. Providing good facilities, food and water to the common man in the train was also discussed in the Railway Budget. I have been elected from the border area of India and Nepal. In my Constituency, railway line has been laid down from Gorakhpur to Nautnawa near Nepal border. This line has connected many travelers from Maharajganj district and Nepal. It has been a long standing demand of the people to run some trains on this route. You have announced to run a passenger train, I thank the Hon. Minister for this. Along with it, Maharajganj district should be linked with railway line because the headquarters of Maharajganj district has not been connected with rail line till date. Survey work of Dhudhati *via* Maharajganj, Pharenda rail route has also been conducted in the previous Budget. I demand that the Hon. Minister should include the said rail line in the Budget and release fund in this regard because this rail line goes from Narkatiaganj of Bihar to Gorakhpur *via* Dhudhati and then it passes from Gorakhpur to Pharenda *via* Barhani Gonda. By doing so, a parallel line will be available from Dhudhati to Gonda.

Therefore, I demand that the Intercity running between Gorakhpur and Lucknow should be started from Nautanwa. Trains should be started from Nautanwa to Delhi and Mumbai. Pharenda, Nautanwa and Siswa should be declared as model stations. Siswa is our junction station through which all the trains pass through. Stoppage of various trains should be provided here. Saptkranti Express which stops here on a temporary basis, should be provided stoppage here on permanent basis. Stoppage of Bapudham, Jan Nayak and Garib Rath trains should be provided here. In my district, Banni Dhala is the most busy unmanned level crossing where dozens of people got killed in two incidents. Please make

it manned crossing. At last, I thank the Hon. Minister and conclude my speech.

\*SHRI VIKRAM USENDI (Kanker): I express my views in support of the Rail Budget presented by Hon. Minister of Railway for the year 2014-15.

I congratulate hon. Prime Minister and Minister of Railway from the core of my heart for presenting a balanced and better Budget. In this Budget, announcements have been made regarding passenger amenities, sanitation and new trains, which is praiseworthy. This Budget will give a new direction to Indian Railway. The setting up of a Railway University for the training of railway staff and honing their skills is like taking the entire system in a new direction itself. The introduction of bullet train on Mumbai-Ahmadabad section will save time. Like Hon. Prime Minister, the Hon. Minister of Railway has also given the formula of four 's' for this Department- (i) Safety (ii) Service (iii) Security, (iv) Speed. The Resolution behind this and the action plan sets this Budget apart from several previous Rail Budgets.

Safety has been a big issue in the Railways. The incidents of theft in running trains and train accidents occurring every week are matter of concern for rail passengers. Taking all these things seriously, Hon. Minister of Railway announced the recruitment of more RPF jawans and equipping trains with several modern techniques. It is really praiseworthy. In this Budget, there is more emphasis on passenger amenities. Along with the introduction of new facilities, announcement for improving the existing facilities has also been made. Preparing a scheme to provide broadband facilities, etc. all these proposals should be welcomed.

In my Parliamentary Constituency, the following Public Welfare Schemes are to be taken up by the Railways. Bastar division is bigger than Kerala. Yet in terms of development of Railway, it is very backward. It is andivasi dominant. I request the following:

1. Raipur to Dhamtari rail line was started during the British rule. At that time, the slabs of Railway used to be built of wood from sal tree and it was

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\* Speech was laid on the Table.

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\* Speech was laid on the Table.



supplied as Silbat. This railway line should be extended from Dhamtari district to Kanker district by converting it from narrow gauge to broad gauge.

2. The Railway track is being constructed for the supply of iron ore from Dalli-Rajhara to Rowghat (Bhilai Steel Plant), it should be extended upto Jagdalpur (Baster) on priority basis.
3. Most of the 483 farmers or their family Members have not been given employment for their land acquired for the construction of Dalli-Rajhara-Rowghat rail line. The educated children of their families were promised ITI training but most of the children were not selected.

In the end, I welcome and support the Budget presented by Hon. Minister of Railways.

SHRI BHAIRON PRASAD MISHRA (Banda): Hon. Chairman, Sir, the Railway Budget reflects the progressive thinking of Hon. Prime Minister. I would like to give suggestion to the Hon. Railway Minister through you that general coaches must be increased in the trains especially in mail and express trains. It is seen at every station that there is a long queue for boarding the general coaches and it becomes a war like situation. Along with it, I would like to request to reserve one coach for senior citizens and old persons in every train. Chitrakoot Dham is situated in my Parliamentary Constituency and it is major pilgrimage centre of the country. Adequate railway facilities are not available there. Hon. Minister has mentioned in the Budget that trains would be introduced to connect the pilgrimage centres and it is very appreciable. I would request to start trains from Chitrakoot Dham making it as the centre. Also, the new train announced from New Delhi to Varanasi should run via Jhansi-Banda-Chitrakoot Dham-Manikpur-Allahabad. Saryu Express, which terminates at Allahabad, should be extended upto Chitrakoot Dham so as to connect Chitrakoot with Ayodhya as also mentioned by Shri Lallu Singh ji. Intercity Express which runs from Chitrakoot Dham to Kanpur, should be extended upto Lucknow. That's what I expect from you.

**17.00 hrs**

An AC chair car should be attached to it. Udaipur Khajuraho Express should be extended upto Manikpur

via Banda and Chitrakoot Dham, now it terminates at Khajuraho. Doubling of Jhansi-Manikpur line and Manikpur-Kanpur line should be done at the earliest. Tulsi Express, Durg Express, Garib Rath Express, Chambal Express which is also known as Betwa Express and UP Sampark Kranti Express which passes through Banda and Chitrakoot Dham should run daily. By doing so, the revenue will increase and passengers will get more facilities. Any one of the trains of Southern region connecting Gorakhpur and Bangalore should run via Chitrakoot Dham and Banda station. Revanchal Express should run via Chitrakoot Dham and Banda thrice a week. Waiting list should be cut so that passengers could get relief. There is a long pending demand for providing stoppage of some more trains at Khurhand, Bharatkoop, Shivramapur and Markundi stations of my Parliamentary constituency. The railway gate of Markundi station which is in Satna side has been closed. It should re-open so as to reduce the problems and anger of the locals. Once again, I congratulate the Hon. Railways Minister for presenting a good Budget.

*[English]*

\*SHRI INNOCENT (Chalakkudy): As far as the development of railway facilities is concerned, following demands of Chalakkudy Lok Sabha Constituency should be addressed properly and urgently.

Ankamali-Sabari Railway line – adequate amount should be allocated for this project. Land acquisition should be completed in a time bound procedure. Many people, within the geographical surroundings of this proposed lane could not sell their property due to the lagging of this project. Central Government should complete the project in a time bound manner. Another important issue in my constituency is Airport connectivity, New railway line to Nedumbassery Airport is an important requirement. Foundation stone was laid in 2012. Completion of this line is important for lakhs of passengers from this airport. Railway Station development is another concern in my constituency. The status of Aluva railway station should be enhanced to national level. Major trains should given one minute stoppage at Chalakkudy railway station and Chalakkudy

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\* Speech was laid on the Table.

railway station should be included in the Adarsh station Escalator facilities want to be introduced in Aluva and Chalakkudy railway stations.

*[Translation]*

SHRI VINOD KUMAR SONKAR (Kaushambi): Hon. Chairman, Sir, I have been elected to the House for the first time. I thank you for giving me an opportunity to stand in this temple of democracy. I am thankful to the people of Kaushambi Lok Sabha Constituency also who have elected me and sent me to this temple of democracy. I support the popular Railway Budget of the year 2014-15. The Railways is the foundation and soul of Indian economy. On the other hand, it is a symbol of unity of India.

I congratulate the Hon. Minister for presenting such a Budget for the first time which will be helpful in development of the people of the entire country and they will be benefitted through it. All the Budgets presented before this seemed to be regional. I would like to congratulate the Minister also for not following the previous Budgets in which passenger fares were not increased, rather freight charges were increased for political gains due to which the Railways had to bear a huge loss. As a result, the financial condition of the Railways became worse and on the other hand, the share of the Railways decreased continuously in transportation due to increase in freight fare. The way in which you have taken the daring step to increase railway freight without thinking about political gains and losses, is really commendable. Hon. Minister, you are worthy of praise also because you could get a lot of congratulations from the Members if you had announced new schemes like the previous Government. But, you did not do so like the previous Government in the interest of the country and the Railways. Rather you have focused on the pending projects on which the Railways has spent crores of rupees.

The work of doubling, tripling and gauge-conversion of some lines is being done in the country. Bullet train is to be introduced in the country and stations of international level are being developed. There are many such regions and district headquarters in the country which are far away from railway connectivity even after independence. I know it very well that the condition of the

Railways is miserable because of the faulty policies of the previous Government. I believe that under the skilled leadership of Modi ji and your great efforts, the financial condition of the Railways will see a quantum jump. I would like to make two to three submissions for the people of my constituency.

HON. CHAIRPERSON: Please submit your demands to the Minister.

\*SHRI PASHUPATI NATH SINGH (Dhanbad): I would like to present my views on the railway budget for the year 2014-15. The Budget presented by the railway minister is being appreciated by the people of all classes and the resolve to provide facilities to more and more passengers is there in the budget. There are sensitive issues like cleanliness in stations and trains, provision of drinking water, high quality food, etc. which have been given special attention by the Railway Minister. Whereas there is a resolve to increase passenger amenities in the budget, there has also been a focus on ensuring maximum protection of the interests of their employees. There is a resolve in the railway budget to complete the old projects which had been announced during UPA Government which have either not been started or have been lying pending for years.

I hail from Dhanbad Lok Sabha constituency of the state of Jharkhand. Coal has a very importance place in my constituency, Dhanbad and steel factory located in Bokaro also comes under my constituency. In Dhanbad, Damodar Valley Corporation (DVC) has two projects in Maithon and Panchet. This constituency houses various central level establishments like standard coal mines, Provident Fund Headquarters, Headquarters of Director General of Mines safety, Central Fuel Research Institute, etc. where people from all over the country come. Lakhs of people throughout the country come here for taking up jobs.

An income of thousand crores of rupees is earned from Dhanbad through coal and steel plants but the facilities for the people of Dhanbad are almost negligible.

Therefore, I would like to urge the Government that:-

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\* Speech was laid on the Table.

1. A Superfast/Garib Rath train should be introduced from Dhanbad to New Delhi.
2. A train should be introduced from Dhanbad to Yeshvantpur, Ahmedabad.
3. Ganga damodar express train running from Dhanbad to Patna should be extended up to Buxar.
4. A train should be introduced from Dhanband to North Bihar.
5. A train should be introduced from Bokaro to Palamu.
6. DIMU train should be started from Aadra to Bokaro.
7. Bokaro station should be brought under Dhanbad or Ranchi railway division.
8. Kumardubi is an important railway station of Jharkhand. All the express trains should be given stoppage at this station on the lines of the nearby station at the Bengal border.
9. Dhanbad and Giridih should be linked with railways.
10. Express trains should be given stoppage at Kalubathan and Pradhan Khanta railway station.

I have been raising these issues before Divisional Railway Manager, Dhanbad, Asansol and Hazipur under East Central Railway, besides raising them during the tenures of ex-railway ministers and the previous Lok Sabhas as well. I would request the railway minister to address all the railway related problems of Dhanbad and Bokaro areas.

SHRIMATI JYOTI DHURVE (Betul): Hon. Chairperson, I would like to support the effective railway budget presented by Hon. Railway Minister under the leadership of Hon. Modiji. Betul district is the central part of the country. Railway lines going all across the country pass through this very Betul district. Hon. Railway Minister has given some gift in the budget to all the parts of the country. But the Hon. Railway Minister has not given any such gift to the three districts, falling in my parliamentary constituency of Betul district. The people of my constituency are hopeful that perhaps my words

would be taken in to consideration and we should get something through this railway budget. In the last Five Year Plan, we received the survey of a new railway line from Chandurbazar to Betul. Definitely, it is going to connect the four districts of Seoni, Balaghat, Chhindwara, Betul and Wardha. These districts are connected with this new railway line, somewhere it will prove beneficial to the railways also.

Hon. Chairperson, now through you, I would straight away like to demand stoppage of some trains in my parliamentary constituency. In Nagpur and Bhopal division of my State, no intercity express has been started in the last 65 years. I certainly demand the introduction of an intercity express by Hon. Minister in Nagpur and Bhopal division. Wardha is a district which produces maximum quality of food grains in the entire country and it has earned a very high revenue for the railways. My demand and my belief is that this district will get the stoppage of Karnataka Express, Goa Express and Patna Express. Apart from this, Harsud, Chhanera and Khirkiya are the religious towns which have been the holy places of saints, sages and seers. I hope that the Hon. Minister will make a provision of daily or weekly train in view of the convenience of the religious devotees visiting these towns.

Furthermore, Patakot Express in Amla is a life line train for going to Amla and Chhindwara. Here Bordehi is a village which connects forty gram panchayats and also a place earning more and more of revenue. I would like to demand from the Hon. Railway Minister to give stoppage of Patakot Express at Bordehi railway station.

Ghoradongri is a prominent station of WCL, Pathakhera and Thermal Power Plant, Sarni where a lot of the state reside. I am hopeful that Hon. Minister will give stoppage of Nagpur-Jabalpur Express and Chennai Express at this station.

I have been demanding the stoppage of Timarani, Nagpur, Bhusawal passenger train for the last 5 years. I hope Hon'ble Minister of Railways will fulfil my demand this time.

Multai is a religious place. Tapti river flowing through Gujarat has its origin in Multai and Gujarat has a special identity due to this very river. Lakhs of pilgrims visit this religious town. I demand stoppage of Nagpur

Jabalpur Express, Jaipur-Chennai Express and Swarna Jayanti Express at this town.

Swarna Jayanti Express runs from Nizamuddin to Vishakhapatnam.

[English]

HON. CHAIRPERSON: You hand over it to him. He will look into it.

[Translation]

SHRIMATI JYOTI DHURVE: Sir, but I have got nothing and Swarna Jayanti Express train is being discontinued. So, I believe that Swarna Jayanti Express, which has its stoppage at Beitul and which has been running for a long time and our district has continuously contributed to the revenue of Railways, may not please be discontinued. This is my submission to Hon'ble Minister of Railways.

17.09 hrs

(HON. SPEAKER *in the Chair*)

Supporting this Rail Budget I conclude.

\*SHRI RAM CHARITRA NISHAD (Machhlishahar): I congratulate Hon'ble Minister of Railways that he presented a practical Rail Budget for the country. I believe that this Budget will be able to ameliorate the condition of Railways, which is passing through a phase of crisis. I am happy that Hon'ble Minister of Railway has paid more attention towards the security and safety of railway and the rail passengers. We have witnessed that the basic reason for all the accidents which occurred during the last few years is negligence of security norms by the Railway. Reports of several enquiry committees endorse it. I am happy that Hon'ble Minister of Railway has taken a historic step to run bullet train in India for the first time. Similarly, special efforts have been made to connect important cities through high speed trains. For example Delhi-Varanasi, Varanasi is a historical and ancient city which is visited by lakhs of people from across the country and abroad. When we discuss Rail Budget, I am reminded of my Parliamentary Constituency. Varanasi airport has become a very important Airport of India, Hon'ble Prime Minister

represents this area in the House. There is no ticket reservation facility at Varanasi airport or in nearby area. One has to travel 50 km for this. Therefore, I request Hon'ble Minister to set up a railway reservation centre at Varanasi airport. Hon'ble Minister, Kerakat is a State Legislative Constituency of my Parliamentary Constituency and there is no facility of railway reservation here. People have to travel 50 km to get their railway reservation ticket. Hence, I request Hon'ble Minister of Railway that a railway reservation centre be set up at Kerakat legislative constituency at the earliest. In the end, I request Hon'ble Minister that stoppage of trains operating from Lucknow to Varanasi be provided at Kerakat. With this, I support this Rail Budget. One minute stoppage of Varuna Express should be provided at Babarpur railway station and keeping in view the crowd one more Varuna like train be run from Varanasi to Lakhan, both up and down. Doubling of lines be carried out from Varansi to Gorakhpur.

[English]

\*SHRI ANURAG SINGH THAKUR (Hamirpur): I would like to congratulate Honourable Rail Minister, Shri D. V. Sadananda Gowda for presenting a far sighted and progressive rail Budget.

This is by far the best rail budget presented in last several years. Railway Minister has taken care of India in its entirety and has ensured that every region gets something. This is a welcome departure from the past where the state from which railway ministers belonged used to get lion's share of railway projects and other regions would be summarily ignored.

Probably for the first time in the history of railways, no new line projects have been declared by the Ministry and instead focus is on completing the existing projects. This is a brave move by the Minister which was very necessary as Railway Minister rightly pointed out "**The more projects we add, the thinner we spread our resources and longer it takes to complete them.**" Railway Minister through budget also pointed out a very important fact which deserves attention. He said, "**In the last 10 years, 99 New Line projects worth Rs 60,000 crore were sanctioned out of which only one project**

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\* Speech was laid on the Table.

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\* Speech was laid on the Table.

is complete till date." Wasn't this broad daylight robbery of the people by the UPA government which went on announcing the projects without bothering to complete them? By just allocating projects, it raised the false hopes of the people that they would be getting rail lines soon but unfortunately this dream of people of getting rail line has shattered. Therefore, it is important to complete existing projects first and in that context not announcing a single new line project is commendable.

I personally want to thank the Railway Minister for giving my constituency two out of 18 new surveys announced in the Budget. In fact, Railway Minister mentioned that 4 projects are as old as 30 years. I would like to bring to you kind notice that one of these projects is Una-Nangal-Talwara rail line is in my constituency. This project has been allocated budgetary support of Rs 20 crore this year which is very meager and much more allocation is needed to complete the project. I would request the Rail Minister to allocate a large sum for this project so that this project could be completed in one go.

Also the rail line Bhanupalli-Barmana-Mandi-Kullu-Manali-Kelong-Leh railway line is of strategic importance for the nation. Construction on this rail line should be started on war footing and should be targeted for completion as soon as possible. Across the border, we have China which has built a formidable network in the Tibet near the Indian borders while we are faced with the situation where we have not a single kilometer of rail line on our strategic borders. We are heavily dependent on road network and airlifting for transporting our army requirements. While transportation through road takes long time, airlifting is an expensive option and has limited capacity. Therefore, it is needed fully functional railway line on this strategic route. I request you to consider this line which has been approved should be extended to Leh.

I also request honourable Minister to consider following trains to originate from Una which are currently originating at Nangal Dam. The distance between these two stations is hardly 12 kilometers and if these trains start from Una/Amb- Andora instead of Nangal Dam, it would be very convenient for the people of the area. These trains are:- 64514 – Nangal Dam-Ambala Passenger starting from Nangal Dam at 0600 hrs ; 64516 – Nangal Dam – Ambala MEMU starting at 1040 hrs; 64512 – Nangal Dam-Saharanpur Passenger starting at

1400 hrs; 54512 – Nangal Dam-Ambala *via* Chandigarh Passenger starting at 1440 hrs; 64518 – Nangal Dam-Ambala Passenger at 1650 hrs.; 54512 – Nangal Dam-Ambala *via* Chandigarh Passenger reaches Nangal Dam at 1140 hrs and starts at 1440 hrs from Nangal Dam resulting in 3 hours stoppage at Nangal Dam. It can be easily extended up to Una/Amb-Andora; and 64512 – Nangal Dam-Saharanpur Passenger may be extended to Haridwar

I also request the Rail Minister to consider following proposals which would be beneficial for my constituency:

1. Train No 12326 Nangal-Kolkata runs once a week (Saturday). This train should be run at least thrice a week and should originate from Una/amb-Andora.
2. Train No 22450 Una-Nanded Sahib runs once a week (Thursday). This train should also run thrice a week.
3. Train No. 12046 New Delhi-Chandigarh Shatabdi Express should be extended to Una and it should start at 0900 hrs from Una instead of 1200 hrs from Chandigarh.

Following trains which currently originate from Chandigarh should start from Una/Amb-Andora : 12450 Chandigarh-Madgaon Goa Sampart Kranti Express; 22686 Chandigarh-Yeshwantpur *via* Pune Karnataka Sampart Express; 22688 Chandigarh-Madurai Superfast Express; 12218 Chandigarh-Kochuveli Kerala Sampart Kranti Express; 19308 Chandigarh-Indore Weekly Express; 13256 Chandigarh-Patliputra Danapur Express; 12232 Chandigarh-Lucknow Sadbhavna Superfast Express; and 14218 Chandigarh-Allahabad Unchahar Express

I request Honourable Rail Minister to kindly consider these genuine demands of Himachal Pradesh which is a hilly state and has been ignored in terms of railways since Independence.

*[Translation]*

DR. MAHENDRA NATH PANDEY (Chandauli): Hon. Speaker, I would like to thank you for giving me an opportunity to speak on the railway Budget. As there is a time limitation, I support the Budget in view of all round passenger amenities mentioned in the Budget. I hail from

Chandauli which gave the philosophy of integral humanism for the first time, entirely different from the ideology of democratic socialism, communism and Pandit Deendayal Upadhyaya was the pioneer ideologue of this philosophy who unfortunately died in mysterious circumstances in Mughalsarai. I would like Mughalsarai railway station to be rechristened as Pandit Deendayal Nagar in his sacred memory. A lot of trains pass from there but a new express train in the name of Pandit Deen Dayalji should be introduced directly from Mughalsarai to New Delhi. I would like to thank the Railway Minister for giving two over-bridges in my constituency. Three more over bridges Matukatta, Sajakdiha (Kuchman) and Phukeria in Varanasi are also part of this constituency, so these should be constructed.

One thing, I would like to say that a lot is laid about Varanasi. Today, hopes have gone high in case of Varanasi. Varanasi is one of the important pilgrimage places of the country. Hon. Minister comes from remote South region. I remember that Shri K. Hanumanthaiah also of South beautified Varanasi railway station. Hon. Prime Minister and Hon. Minister of State have been elected from that place. Varanasi railway station should be a world class. Furthermore, the Railway Minister has talked about model and beautified stations. Mughalsarai station earns a lot of revenue 66 pair of trains pass through there. But the design of Mughalsarai station is not better even today. I would like to urge that it should be made a world class model station.

Hon. Speaker, 66 pair of trains pass through Chandauli district headquarter but only one or two trains stop there. Some small express trains, not very prestigious ones should be given stoppages here. I would like to name such five trains Dhanbad, Firozpur, Ludhiana Express, Jharkhand Sampark Kranti Express, Mughalsarai Patna *via* Gaya passenger, Mumbai mail and Sealdah express trains. These five trains should be given a short two minutes stoppage at this station. Furthermore, I would like to raise one more point. When splitting of railway divisions took place there, Allahabad was made the headquarters of North-Central railway from where Mughalsarai division is very near, but it was linked with Hazipur due to some political reasons. For effective functioning of railways, it would be better to link it again with North Central railway, Allahabad. It would like to say

that despite earning better income from computerized railway reservation centre in Chandauli headquarters, the facility of reservation is available upto 2'o clock only in the afternoon. It should be extended for the whole day. With these words, I would like to thank you and support such a better railway budget.

*[English]*

SHRI VARAPRASAD RAO VELAGAPALLI (Tirupati): Madam, due to shortage of time, I will just take two minutes. Tirupati railway station needs special consideration. Almost 30000 to 40000 passengers visit Tirupati everyday. At present, it has only four platforms. It has adequate space for another two platforms. A small direction from the hon. Minister or his office could provide two more platforms and it will decongest the station.

Secondly, Tirupati also has another railway station called 'Tirupati West'. If some passenger trains could be stopped there, tremendous pressure of traffic on the main Tirupati railway station would be reduced.

Thirdly, the people of Tirupati have been requesting for the last 20 years for a direct train from Tirupati to Shirdi *via* Gudur. This would fulfil the demand of the people, which is long pending.

The fourth and the last point is, almost for 30 years, a special track has been pending with the Railway Ministry, that is, Nadikudi railway track. This track will be passing through the places where there is no other transportation available and covers mostly the backward areas. A survey in this regard has also been conducted. My senior colleague, who is sitting here and who has been elected as an MP five times, has also been requesting for this project for the last 20 years. Therefore, I request the hon. Minister that Nadikudi railway track could also be considered as a special case.

*[Translation]*

\*SHRI ASHOK MAHADEORAO NETE (Gadchiroli-Chimur): The Hon. Railway Minister Sadananda Gowda ji has presented the Railway Budget for the year 2014-15 before the country under the leadership of Hon. Prime Minister of the country, Shri Narendra Modi ji. This is a

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\* Speech was laid on the Table.

very good Budget and it will take the country forward. So, I heartily congratulate Narendra Modi ji and the Railway Minister Sadanand Gowda ji.

I would like to draw the attention of the Hon. Railway Minister towards my Parliamentary Constituency Gadchiroli-Chimur (Maharashtra) and Gadchiroli district which is a very backward, dense, tribal, nil-industry and naxal affected district of the country.

Gadchiroli district has abundance of mineral resources like granite, dolomite, diamond, emerald, gold, manganese, coal, iron etc. It has 80 per cent forest land and water harvesting is done here at large scale, but still there is no development in the district. There is no industry in the district. Therefore, the district lacks employment opportunities. Lakhs of youth are wandering in search of employment. They are moving towards naxalite activities. To create employment and maintain law and order in the district, it is very necessary to construct rail lines there.

That's why the people of this district has demanded several times that the proposal of rail line of 49.5 Km from Wadsa to Gadchiroli should be sanctioned. I had made proposal for this line twice in 2000 and 2002 when I was an MLA and demanded from the Government of Maharashtra to send it to the Union Government for approval. And then the Government of Maharashtra sent it to the Union Government for approval. Now five years have passed when this rail line was approved. It has been mentioned in the Budget five years ago. But it has not been started yet because it had not been approved from Railway Board. If Railway Board approves it, the survey work of the rail line will start and construction work of rail line will also start.

The second demand of my Parliamentary Constituency is to convert Nagbhid-Nagpur narrow gauge line into broad gauge line. This rail line had also been mentioned in the previous Budget. But it also has not been provided approval. I have met the Hon. Railway Minister two times and requested him regarding these two rail lines.

So, I request the Hon. Railway Minister to oblige us by giving approval to these two rail lines of my Parliamentary Constituency in the supplementary Budget. The people of my Parliamentary Constituency will be grateful to you.

[English]

\*SHRI MD. BADARUDDOZA KHAN (Murshidabad):  
As we know very recently Government has announced the enhancement of passengers fares in all classes and that in freight charges also. We know most of the working people are already victims of unprecedented price hikes of essential commodities in some past years of UPA Government rule. Common people expected some relief from Modi Government as it was promised through election campaign. But this Government put a huge burden on the people of this country.

Also the passengers who use the Indian Railway every day are also badly affected. Besides that, Government proposed highly expensive bullet trains on some routes. It is true, India needs high speed trains, but preference should be given first to connect poor working people habitats with low cost rails.

So I want to propose some demand of my constituency as follows

A relief has been announced by Railway to the MST Passengers prevailing their journey up to 80 kms with 15 days single fare but with enhancement rate of 14.2% increase in fare. My appeal to you that as per the prevailing Railway norms, the radial distance from all originating Metro Section located centrally *i.e.* 150 kms is considered as suburban section. So, I request you to kindly issue an instruction to the railway authority so that the relief already announced for the journey may please be extended up to 150 kms.

Please take initiative to set a new Railway line from Berhampore to Krishnagar *via* Domkul and Karimpur under Sealdah Division because a huge number of people (*ie.* at least 60 lakh) are dependent on private vehicles by road.

One Railway Bridge over river Bhagirathi at Nashipur in my constituency is under construction. The construction work is already completed but only a small part of approach rail track is not yet completed due to some land dispute. Please take some lawful action to complete the work.

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\* Speech was laid on the Table.

[*Translation*]

\*SHRIMATI KAMLA PAATLE (Janjir-Champa): I support the Railway Budget and thank the Railway Minister Shri Sadanand Gowda ji for recruiting seventeen thousand constables along with four thousand women constables for safety purpose.

Special attention has been given in this Rail Budget towards safety along with passenger's amenities, sanitation and catering. Emphasis has been given on improving the pitiable condition of railways and schemes like availability of general and platform tickets through internet and post offices, setting up of Railway University, installation of R.O. units for drinking water, construction of bio toilets, elimination of unmanned level crossings, promotion of tourism and provision of special trains for pilgrimage places will accelerate the development in the country and they will bring transparency in the system. It is a very balanced Budget.

The condition of the Railway stations of my Parliamentary Constituency Janjgir-Champa, which is the largest district of the State and also the power hub, is very miserable. The works of expanding the length of the platforms, construction of sheds over them, arrangement of chairs for passengers, arrangement of drinking water, toilets, coach indicators, expansion of information technology, modernization of station premises and construction of roads in Railway regions should be done at the stations of Akaltara, Champa, Baradwar, Sakti and district headquarter Janjgir Naila. Along with it, Railway police station should be set up in Janjgir Naila and adequate forces should be deployed at Champa Railway Police Station.

[*Translation*]

I urge upon to upgrade Akaltara, Janjgir Naila, Champa, Baradwar and Sakti, Kotmisunar, Kapan, Saragaon, Jetha and Balpur railway station and passenger halt station of my Parliamentary Constituency while providing basic amenities at these stations because the railway utilizes rake points of all these stations for transportation of coal, iron ore and other minerals and the revenue earned from it are maintained as a separate account.

I urge upon to provide stoppage of atleast South Bihar Express, Gondwana Express and Mail Express train at district headquarter Janjgir, Naila and Geetanjali Express, Gyaneshwari Express and Gondwana Express at Baradwar and Sakti railway station.

Famous Naharia Baba Hanuman Temple is located along the rail line near canal just 500 meter from East Cabin of Janjgir-Naila Station which is prone to accident due to large number of gathering of pilgrim there. I urge upon to grant permission for construction of over bridge at this location as well as at Sakti-Adbhar level crossing.

There is resentment among people due to closure of work of Champa over/under bridge by raising objection on railway land and lease immediately after the contractor had taken up the work after getting approval of revised plan and contract from both the Railways and the Chhattisgarh P.W.D. I urge upon that said construction work should either be carried out by the Railways or the Railway issue No Objection Certificate to the State Government for the same without delay.

I urge upon to extend operation of Train No. 18233-18234 Bilaspur-Indore-Narmada Express upto Korba or Raigarh which remains stationed at Bilaspur for 17 hours.

I urge upon to grant approval for construction of new rail line from Raipur to Jharsuguda via Baloda Bazar, Shivrinarayan, Bhetgaon, Saregaon (310 Km) by Railway Board for which work was initiated in the year 2013-14 with special remark.

\*SHRI RAHUL SHEWALE (Mumbai South Central): I welcome the Railway Budget (2014-15) presented by the Minister of Railways, Shri Sadanand Gowda ji which is the first Budget of NDA Government under the leadership of Hon. Prime Minister and congratulate him. The Minister of Railways has made skilful efforts to address the challenging problems of Indian Railways and made budgetary provision to improve the poor state of Railways wrought by the policies adopted the UPA Government during the last ten years and this Budget will pace up the development of the Indian Railways and the country in all aspects.

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\* Speech was laid on the Table.

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\* Speech was laid on the Table.



Hon. Minister of Railways has presented an excellent Railway Budget. I support this Budget. I have been elected from Mumbai South Central Constituency with the blessings of founder of Shiv Sena party, Hon. Bala Saheb Thackrey and encouragement of the President of Shiv Sena party Shri Udhav Thackrey. Several problems of Mumbai local train have been resolved in the Budget. Besides, there are certain infrastructure related problems which were not even considered by the UPA Government during the last ten years like the question of raising height of platforms at suburban railway stations. Mumbai local train is the oldest service but height of a large number of platforms have not been raised to the 'Standard Height' due to which accidents take place almost daily and hundreds of people lose their lives in these accidents. CCTV camera should be installed in all local trains for safety of women and women constables should be deployed in coaches reserved for ladies.

Apart from this, I appreciate the proposal to provide 864 modern EMU trains to Mumbai in the Budget. On behalf of my party, Shiv Sena, I would like to thank the Minister of Railways for making good provisions for commercial capital of the country. I would like to draw attention of the Minister of Railway towards certain issues.

There is a need to carry out infrastructural changes for operation of EMU trains. I would like to draw the attention of the Minister towards the need to provide additional fund for raising heights of platform of all stations. I extend my gratitude to the Minister for introducing high speed modern train on Mumbai-Ahmadabad and Mumbai-Goa sector.

It is necessary to convert Patel station into terminal due to increase in movement of trains. It is necessary to repair the old foot over bridge Patel Station which is in a dilapidated state. Funds should be provided for the bridge. Similarly, there is a need to make Wadala junction a terminal.

For constructing more foot overbridges and escalators at Mumbai local stations, use of T.D.R. under public-private partnership would be more effective.

I request hon'ble Minister of Railway to consider sympathetically the proposed to start Dabad-Mankhurd

train. Dadar Railway Station is required to be developed as a high-tech station. A part from this there is a need to make Dharavi a new station.

As per my information, RITES had prepared a report for Harbour line long ago, but that has not been implemented so far. There is a need to take immediate action on this report.

Large areas of vacant land are near all the stations of Mumbai which are not being utilized. In this regard, my suggestion is that big commercial places be constructed on these vacant lands with public-private partnership and railway will receive good revenue from this, which would be utilized on the maintenance of railway stations. It will save the capital of Railways.

There is a need to implement public-private partnership effectively to increase the capital of Railway so that effective schemes could be prepared. In this regard, if hon'ble Minister wants, I may submit my suggestions separately.

My another suggestion is related to A.C. trains. A.C. trains are running in different parts of the country, but poor quality coaches have been used in these trains. There is no facility of toilets. There is a need of improvement in there. New coaches should be added to these trains. No mention of property valuation is ever made in the Budget. I request hon'ble Minister of Railways that there should be audit of Railway property. The property of various railway stations and railway buildings are lost, lots of material ate kept like waste near Railway stations which get destroyed due to changing weather conditions. There should be valuation of that loss and steps should be taken to check that.

Similarly, review of railway estates should be undertaken from time to time so that steps could be taken to take care for them.

As budget provisions are made anticipating inflation and dearness allowance, similarly fare and freight are increased in railway if the cost of diesel increases. If a provision of Rs. 500 crore is made for each year then the increase in fare and fright may be checked.

Provisions should be made for setting up food courts of reputed companies at railway stations for supplying safe and hygienic food. If granite stones are

fitted at all platforms, it would be easier to clean them. Bio-toilets are a good concept, but it should be effectively implemented and passengers should be trained for its use through advertisements.

There is lot of irregularity going on in railway ticket reservation. Some mafia are active in it and it is quite necessary to break that nexus. I request the hon'ble Minister to constitute a team of trusted and honest officials who would study and destroy the ticket mafia.

I welcome the announcement made to introduce a train from Bagalkot to Pandharpur connecting the pilgrim places of Maharashtra and Karnataka. I would like to make one more request that working hours of loco engine drivers should be reduced, which would increase their work efficiency. At times, they do double duty which affects the quality of work. In this regard, improvement may be made by filling the vacant posts of engine drivers.

I request hon'ble Minister of Railway that arrangement should be made to construct more and more foot overbridges at Mumbai Suburban stations. At certain stations, there is only one bridge due to which passengers have to cross rail tracks to board passenger trains and they become victim of accidents.

I want to submit one more suggestion that arrangement of pantry car should be essentially made in each train so that passengers may get safe and hygienic food. I thank hon'ble Minister of Railway from the core of my heart, on behalf of rail passengers of Mumbai for reducing the fare of seasonal passes of Mumbai local trains.

[English]

\*SHRI VINOD KHANNA (Gurudaspur): I am writing this to bring to your notice few urgent demands concerning railways pertaining to two strategically important towns of Batala and Pathankot in my Parliamentary Constituency. First of all, there is an urgent need for the construction of new railway line between Qadian and Beas to provide direct rail connectivity to Batala town. Batala is an industrial town with annual consumption of pig iron, the basic raw material, of about 2 lac tones. Whole of the above said raw material is

unloaded by the railway department only, but, in the absence of direct rail link to Batala, industrial raw material has to be brought to Batala either *via* Amritsar or *via* Pathankot which increased the cost of raw material because of longer distance. Apart from this, seasonal produce of food grains is shifted to different parts of the country from Batala by the railways. Moreover, due to lack of direct connectivity from Batala to major cities, around 10 lac people of the area have no option but to travel *via* Amritsar, which results in spending more time and money. The project is already under consideration of the railways land pending with construction division of railways.

Secondly, the railway station of Batala is in bad condition. Only one side platform is operational since independence which causes a lot of problems to the passengers while departing or arriving at Batala railway station. Both side platforms need to be urgently upgraded with overhead foot bridge facility and basic facilities like toilets, drinking water, lighting of platforms etc.

Thirdly, a railway over bridge (ROB) was constructed on Batala-Dera Baba Nanak road railway crossing a few years back. After the ROB was made functional for public, the under bridge railway crossing was closed permanently by the railways department. ROB on Batala-Dera Baba Nanak road does not link Batala-Aliwal-Fatehgarh Churian road which falls in between the above said constructed ROB. This results in non-connectivity for more than 25 thousand residents of the Aliwal road, Batala residents and they are forced to travel nearly 4 to 5 kms. more to reach Bus Stand, Civil Hospital, Schools/Colleges and main markets etc. Therefore, the under bridge railway crossing should be made operational to obviate the hardships being faced by the common people on this account. There are examples of already existing under bridge railway crossings like railway crossing no. 17 near Bus Stand Patiala and under bridge railway crossing near JCT Mill Phagwara.

Fourthly, the industrial units of Batala are in crisis as they are existing at the far end of the country because of withdrawal of Freight Equalization of raw materials policy of Union Government. It resulted in increased cost of raw material as compared to industrial hubs of the mineral rich states. This issue need to be addressed.

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\* Speech was laid on the Table.

Lastly, Narrow-gauge problem in Pathankot city needs immediate redressal. This narrow-gauge line is operational day and night. During peak hours right from 8.30 a.m. to 8.25 p.m., 9 times the Railway Fatak is closed and creates traffic snarls and choke movement of normal traffic. The people of Pathankot demand that the narrow gauge station should be shifted from Pathankot city to out side the city and for that DRM Ferozepur should be instructed to conduct an on the spot study for shifting narrow-gauge station out side the main city of Pathankot with a view to give long awaited relief to the people of Pathankot from the situation of traffic chaos on this account. Then, there is a genuine demand for halt of a Delhi bound train at Dinanagar. I demand that the train no. 14037/14038 and train no. 18216/18215 should be given a halt at Dinanagar in the larger interest of the people.

I hope necessary instruction would be passed on to the authorities concerned to fulfill the aforesaid demands of the people of Batala and Pathankot of my constituency and I shall remain ever grateful for this benign gesture.

*[Translation]*

\*SHRI ASHWINI KUMAR CHOUBEY (Buxar): First of all, I congratulate the Railway Minister Shri Sadanand Gowda ji for presenting this development oriented, courageous and transparent Railway Budget under the leadership of Prime Minister Shri Narendra Modi. I also congratulate the Minister of State for Railways Shri Manoj Sinha for this.

Today, Railway is the life line of the country in which 2.3 million passengers on overage travel daily and go to their destinations. The entire world takes rest but the railway never takes rest. So, special attention has been paid towards passengers facilities in this Budget. In this connection, several new trains have been started and some trains have been extended.

Actually this Rail Budget is a historical Budget in which the following proposals have been made for the convenience of the passengers: (1) Five Jan Sadharan trains (2) Five premium trains (3) Six AC express trains (4) 27 express trains (5) 8 passenger trains (6) 2 MEMU

trains services (7) 5 DEMU train services (8) Utilization of resources.

Apart from this, special attention has been paid towards sanitation, catering, station management, security and safety, improvement in reservation system, employees welfare training and speed of the trains. Alongwith it, it also has the provision of conducting survey for 18 new lines for doubling and for third and fourth line and 10 survey works of gauge conversion.

It is a fact that the country growth will get a boost by increasing the railway facilities and improving its (financial) health.

I demand that adequate provision must be made to give impetus to all pending projects related to Bihar. I place the following demands for my Parliamentary Constituency (Buxar) and my home town (Bhagalpur):

1. Lal Quila Express and Janata Express which are the oldest trains on that route, should be operated with all basic and modern facilities. They should not be stopped at any cost as both are historical trains.
2. Ganga-Damodar Express, Tata-Patna Express and Durg Express should be extended upto Buxar.
3. Buxar which is situated on the border of Bihar-Uttar Pradesh, should be upgraded to model station with modern facilities which is now in a dilapidated condition. Along with it, foot over bridge should be constructed here on priority basis. Arrangement of "Pit Point" at the station must be ensured.
4. Buxar is an ancient spiritual land where Vishwamitra did his penance and where Lord Shri Ram Killed Tadika. It is a famous pilgrimage place. A large part of population of Uttar Pradesh and Bihar travel from this station due to which it is quickly developing as a commercial hub. Therefore, the stoppage of the following trains should be provided here in public interest:-
  - (i) All Rajdhani Express
  - (ii) Vikramshila Express
  - (iii) Ziyarat Express
  - (iv) Ajmer Sharif Express
  - (v) Akal Takht Express
  - (vi) Sampurn Kranti Express
  - (vii) Jogbani Express and all other express trains.

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\* Speech was laid on the Table.

5. Action to set up previously announced Railway Zonal Office Bhagalpur should be taken without any delay and till then A.D.R.M. should be deputed immediately so as to accelerate the work in this regard.
6. Guwahati Rajdhani Express should be operated *via* commercial capital of Bihar and Silk City Bhagalpur. Two-three AC coaches and two sleeper coaches must be added to Surat Express and it should run daily. Two-Three AC coaches and two sleeper coaches also be attached to Farakka-New Delhi Express.
7. One super fast train should be ensured for going to Bengaluru/Chennai.
8. Patna-Indore (via Nepal) train should be run daily and extended upto Bhagalpur.
9. The construction work of rail line between Sultanganj to Deoghar should be accelerated and train should be operated on this line immediately.
10. Construction work of rail line from Mandar Hill (Banka) station to Rampur Haat should be started at the earliest.
11. Remaining doubling work of Kiul-Sahibganj rail line should be completed at the earliest.
12. Bhagalpur to Delhi weekly train should run daily in public interest.
13. Stoppage of (i) Sanghmitra Express (ii) Rajendra Nagar-Lok Manya Tilak Kurla Express and (iii) Patna-Mathura-Kota Express should be provided at Dumraon station and this station should be modernized.
14. People have to face difficulty due to closing of railway crossing gate for hours at Buxar. So, overbridge should be constructed at the railway crossing gate at Buxar as well as at Raghunathpur at the earliest.
15. A famous pilgrimage place Baba Brahmeshwar Nath temple is situated near Raghunathpur station. Therefore, this station should be modernized and stoppage of the following trains should be provided in public interest:-

(i) Mathura-Patna Express (ii) Bhagalpur-Dadar Express (iii) Bhagalpur-Ajmer Sharif Express (iv) Magadh-Patna Express (v) Kurla Express (vi) Bhagalpur-Delhi Garib Rath, etc.

Raghunathpur station falling under Danapur division of East Central Railways is a neglected one due to political reasons even after 65 years of independence despite its historical importance. The stoppage of prominent trains is negligible and there is a huge shortage of passenger amenities.

I would like to invite the attention of the popular Railway Minister of this populist government towards some points.

1. Baba Brahmeshwar Nath temple located at a distance of four kilometers from Raghunathpur station is one of the prominent pilgrim places of Hindus due to its ancient well established customs.
2. Brahmapur Pashu mela which is the second most biggest pashu mela of Bihar is organized at a distance of five kilometers from Raghunathpur Station. Here, cattle worth crores of rupees are sold and purchased every year which earn a huge revenue for the Government.
3. Raghunathpur station is one of those prominent railway stations falling under Danapur division where the facility of four platforms is available.
4. Raghunath station's connectivity with the railway passengers of four districts of South Bihar and its merely 20 kilometer distance from the prominent city of Balia of Uttar Pradesh increase the importance of this railway station.
5. Sale of tickets of Raghunathpur station is much more than the monthly sale of tickets of the prominent stations of Danapur division which increases the revenue earning of the Government. Therefore, a provision of separate reservation counter should be made in this regard.

Despite these main and important reasons, the pilgrims and cattle traders coming from various places of India and the passengers of Eastern Uttar Pradesh apart from the common passengers have to face a lot of difficulties due to no stoppage of prominent trains at this

station like Mathura-Patna express, Bhagalpur-Dadar express, Bhagalpur-Ajmer Sharif express, Magadh-Patna-Kurla express, Bhagalpur-Delhi-Garib Rath express trains. Lack of passenger shed at Raghunathpur station, lack of women waiting room and women toilet, no proper arrangement of drinking water facility, no proper arrangement of electricity and light show the negligent state of this station.

No action on the part of the erstwhile Government despite raising this issue repeatedly before various representatives of the last Government shows the lackadaisical approach of the Government.

With sheer humility, I would like to demand from our popular Railway Minister to issue directions to the officers of Danapur division regarding stoppage of trains at Raghunathpur station and availability of passenger amenities so that the pilgrims and animal traders of this area can get direct benefit of train travel.

The resolve of our Prime Minister to make India the dreams of Swami Vivekanand finds a glimpse in this Railway Budget which will give strength to the unity and integrity of our country.

"Jo sabka karaye aapas me mail, wahi hai Bharatiya Rail."

\*SHRI RAVINDRA KUMAR RAY (Kodarma): I support the Rail Budget presented for the year 2014-2015. This budget presented by Shri Gauda Ji, hon. Minister of the popular government led by hon. Prime Minister Shri Narendra Modi Ji is a budget reflecting foresightedness, balance, totality and generosity. I think that this budget has taken care of all the classes and areas. This budget announces the government's resolution for safety of women, convenience for senior citizens, capacity building of the students, respect for pilgrimage and religious sentiments and fully determined for a better future with modernisation of the railways.

I had met with the hon. Minister of Railways alongwith other Members of Parliament from Jharkhand and brought the problems of Jharkhand to his notice out of which several things have been included in this

Budget. I express my gratitude for that and would like to draw his attention to the following things.

The British had undertaken the work of laying rail lines in Jharkhand on priority basis. Their objective was to take out the minerals of Jharkhand and use those minerals for commercial purposes. They were not at all concerned with convenience of the people of Jharkhand. But now there has been change in the attitude of the government. Still there is need for more changes and improvement. Now a days, the labourers, unemployed youth and students from Jharkhand go to all important cities of the country. Therefore, Jharkhand should be connected with Mumbai, Surat, Ahmedabad, Delhi and Bengaluru through daily trains.

The minerals are transported to all the parts of the country but the passengers of Jharkhand are not able to go everywhere in the country. Hence new trains should be introduced.

There are 3 important pilgrimage centres of national and inter-national level in Jharkhand. Rajrappa, one out of the 52 shaktipeeths has not been connected by railway till date. Madhuban Parasnath, the most important pilgrimage place of Jain religion should be connected by rail line. It would not be fair to the Jain community but also be a step forward to inclusiveness.

Kodarma is my Parliamentary constituency, so I would like to speak about the problems of my constituency. Stoppage of several Express trains is needed at Hazaribagh Road Station, Chichanki and Parsabad stations for convenience of the rail passengers. Stoppage of Patna-Ranchi Janshatabdi, Rajdhani Express at Hazaribagh Road Station and Jammu Tawi-Sealdah Express and Ranchi-Patna Superfast train at Chichanki and Parsabad stations should be provided.

Kodarma-Ranchi EMU and Gridih-Ranchi EMU should be introduced for benefit of the people.

Hon. Minister of Railways may kindly make use of the full potential of Hazaribagh Road Station.

Works of laying of new railway line from Giridih to Hazaribagh via Sariya, Leda-Bharkatta-Koyaridih-Sariya, Gagodhar-Vishnugarh Jhaati-Jhariya-Darav-Jhumra-Bhesh-Hazaribagh should be started.

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\* Speech was laid on the Table.

[English]

\*SHRI KIRTI VARDHAN SINGH (Gonda): I wish to draw your kind attention to the long standing demand of the people of not only my constituency but also those of the adjoining districts of Balrampur, Siddharthnagar, Khalilabad and Basti, for the establishment of rail link from Khalilabad to Balrampur *via* Uttraula. These districts form the Northern part of UP and share their border with Nepal.

The hinterland of these districts lying along the border of Nepal is amongst the most backward regions of our country. The people of this area are cut off from the rest of India by virtue of being bounded by the international border in the North and almost non-existence road links to the South and other parts of the country. The few roads that do exist are in extremely poor condition.

Understandably, the standard of living of the people of this region is poor and they lag behind not only economically but also socially. Apart from a few sugarcane processing units, there are almost no other industries or big business. Agriculture, in its subsistence form, is the main livelihood. Establishment of a rail link to this region is vital for the growth and progress of this large area of our country.

The people too have been long demanding the construction of the aforementioned rail link will bring them out from their isolation. Since 1970 there have been numerous public meetings, protests, and agitations, in support of this demand.

Recognizing the importance of this linkage, the Railways have carried out two surveys for a track alignment between Khalilabad to Balrampur *via* Uttraula. The first survey was carried out in 1977 and the report was submitted in 1979. The second survey was carried out as recently as in 2012-13. This latter field survey was done on the same alignment as the previous one. The report of this survey is pending with the Gorakhpur Division and yet to reach the Railway Board.

The proposed rail link between Khalilabad to Balrampur *via* Uttraula is surveyed to be 147.3 km in

length, costing Rs. 1224.23 crores, at the rate of Rs. 8.31 crores per kilometer. The rate of return (ROR) as vetted by the Accounts is positive *i.e.* the Railway will be in profit in operating this proposed rail link.

Apart from being a profitable venture, it is also a social obligation of the Government to the people of this region. The strategic importance of such a rail link also needs to be highlighted in the present international scenario of the increasing presence of foreign powers in our neighbouring country. This area has witnessed many unrests in the past and the positive effective on the regional economy that this proposed rail link will undoubtedly have will go a long way in stabilizing this region.

Thus, I urge the Government to kindly take up this pending important project of laying a rail link between Khalilabad to Balrampur *via* Uttraula at the earliest.

\*SHRI S.S. AHLUWALIA (Darjeeling): I welcome the Railway Budget 2014-15, but simultaneously would like to register my sentiments on the non- inclusion of any packages or even any mention about the World Heritage Darjeeling Himalayan Railway (DHR) which is located in my Parliamentary Constituency. The tiny 2 feet Darjeeling Himalayan Railway (DHR), popularly known as 'Toy Train' is a tourist icon and only surviving British Industrial Relic of Darjeeling. The railway was inscribed as "World Heritage Site" by UNESCO in 1999, the first Railway World Heritage Site in Asia and second in the world to be given such a prestigious status.

The DHR enjoys worldwide fame for many reasons such as a gateway to spectacular Himalayas full of mystery/imagination; They tiny 4-wheeled steam engines of the 19th century are living legends for sounds, fragrance & romance of a bygone era; The curves, loops, "Z's" and steep grades crisscrossing the road is a work of genius and a travelers delight; Darjeeling is famous for 5 T's – Trains/Tea/Timber/Trekking/Tourism.

DHR is among the 'World's Top 25 Trains'. DHR is among three exotic rail travel experiences available in India, the others being the Palace on Wheels and the Deccan Odyssey.

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\* Speech was laid on the Table.

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\* Speech was laid on the Table.

DHR still runs the original B class steam locomotives, which are almost a century old. DHR still follows a 100 years old train operating rule which is unique in Indian Railways. DHR trains run without signals; and following the century old tradition, the train is piloted by a points man on foot when it passes through the crowded Kurseong town.

As we all know & understand that to build "Brand India", Narendra Modiji emphasized focus on the 5 Ts – Talent, Tradition, Tourism, Trade & Technology. Across India, the various Ts find regional importance given the availability of local resources. But in order for "Brand India" to be realized, technological up-gradation is required to enhance the value of the regionally applicable T. Like in Darjeeling, the most significant T is Tourism. Tourism in Darjeeling is synonymous with the Darjeeling Heritage Railway, a site accorded the status of World Heritage Site by UNESCO. I would like to submit the following about DHR:

The Darjeeling hill railway is very important from the tourism perspective not only for Indian Railways but also for the country as a whole. The DHR has been declared a "World Heritage Site" by UNESCO in 1999 because of its uniqueness. The tourism potential and heritage values of this hill railway makes it more special than other railways in the world.

The Vision of Darjeeling Himalayan Railway is to become a World Class, Tourist Friendly Heritage through active partnerships with all its Stakeholders.

The Goals of Darjeeling Himalayan Railways (DHR) are to become a 'Tourist Friendly' Railways in next 5 years; to restore, conserve and preserve its assets that have Heritage Values.; to undertake 'Win – Win Partnership' with its stakeholders for additional Revenue Generation; to identify, explore and implement innovative ideas and processes that would reduce expenditure on maintenance and operation of the railways; to improve Cost Recovery percentage (Increase Revenue); to increase number of train services and to improve Service Quality.

DHR is an unique railway which is also inscribed as UNESCO World Heritage Area. The USP is century old steam locomotives which is unparalleled anywhere in the world. It provides a unique travel experience over its

famous loops and reverses. It enjoys support from several leisure organizations from abroad. The system is supported both financially and technically by one of the largest monolith organization in the world, Indian Railways. It enjoys support from local communities and various India based NGO's. It is a Central Government enterprise and thus enjoys influence and control in Government decision making. DHR attracts a lot of Foreign tourists every season year after year.

I would like to mention the following Important Issues related to DHR which need your urgent intervention and announcement along with your reply to the Budget Speech. Development of Comprehensive Conservation Management Plan (CCMP) for DHR. "Fund-in-Trust Agreement with UNESCO for Development of Comprehensive Conservation Management Plan (CCMP) for DHR"; and Total Cost: Rs. 4.145 Crores.

The Darjeeling hill railway is very important from the conservation perspective not only for Indian Railways but also for the country as a whole. But the DHR lacks general understanding and framework in dealing with issues which confront the conservation of the DHR World Heritage property among its stakeholders and regional authorities.

On that note, there is also lack of specific high powered monitoring mechanism resulting in general lack of understanding among all the stakeholders as to how railways as World Heritage property are to be conserved in practical terms.

DHR should therefore have an appropriate management monitoring mechanism comprising all stakeholders and authorities head functioning under the supervision/guidance of PMO office with Director, DHR Railway as a Nodal Officer for addressing conservation and heritage related issues of DHA.

This is need for establishment of effective and empowered DHR management headed by Director DHR, Kurseong in terms of administrative, financial powers, human resource power & provision of dedicated budget allotment for DHR.

Tindharia workshop still main trains century old steam locomotives and old heritage coaches of DHR. These steam hauled trains are mostly used for premium

fare based services, regular tourist excursion and charter services only.

Replacement of historic machinery at Tindharia Workshop is necessary. Immediate plans to modernize/ technological upgradation of the Tindharia workshop are needed. Revival of foundry activities & procurement of 10 Nos Boilers and 20 Nos Cylinder Castings for B Class locomotives is required.

Tindharia workshop is pivotal in running the DHR. It provides the repair & maintenance support to the Coaches, Steam and diesel locomotives, the function of Tindharia Workshop. Therefore, any decision taken to convert TDH into museum or workshop should be considered bearing in mind the holistic approach to conserve DHR.

Prior to 2003, the spares needed were built in house at Tindharia workshop but later it was decided to close foundry and other important shops and procure these materials solely through Rly Stores Dept. without bearing in mind holistic approach to conserve DHR. Since then, procurement of foundry items has been negligible due to non availability of suitable vendors etc. As a result, the workshop and other DHR units are facing serious problem in managing the 100 years old locomotives.

The DHR must continue functioning. The shortcomings in resources, in terms of infrastructure, spares are machinery, have to be urgently addressed. For running the Workshop the foundry shops, black smithy, erecting and machine fitting shops, adequate infrastructure should be provided. For technology upgradation, automatic machines need to be given. Indian Railways have a requirement to return the performance of the B Class locomotives, on the DHR section of NF, to their original performance. That is the ability to haul four coaches up the hill to Darjeeling.

Therefore, the rehabilitation of the Tindharia Workshops is to be undertaken not only with a view to repair the workshops and carry out the restoration of its torn components including the circular track; but also to conserve it appropriately as a living industrial Heritage complex, with the necessary ambience befitting its character and its world heritage status. The significance of this property lies in its continuing use as a working

railway. Its abandonment would necessarily call its status as a World Heritage Site, into question.

Procurement of 2 diesel locomotives NDM6 – 400HP with a total cost Rs. 7.6 Crores is needed for passengers between NJP and Darjeeling & local transport services between Kurseong and Darjeeling. Two diesel locomotives are being proposed for inclusion in Rolling Stock Programme 2014-15 at a total cost of Approximately Rs. 7.6 crores. Past investment in new Diesel locomotives have witnessed increase in passenger annual number from 30,000 to close to 1 lakh and improvement in punctuality of the long distance DHR trains. The diesel locomotives are about twice as powerful as the 'B' class steam locomotive and can haul 4-5 coaches along the whole line.

I congratulate the Railway Minister for presenting a well-balanced Budget and I sincerely hope that proposals mentioned would be accepted and the announcement for the requisite Budgetary support and decisions would find mention in your reply to the Budget Speech, thus saving a World Heritage Site and brining in unbounded gains to Tourism in Darjeeling.

*[Translation]*

\*DR. RAMSHANKAR KATHERIA (Agra): I would like to thank the Hon. Railway Minister for presenting a successful Rail Budget. The courage and spirit with which he has taken a decision to increase rail fares under the leadership of Hon. Prime Minister to overcome the loss being suffered by Railways will not only enhance the facilities for the Railway passengers but also be helpful in arranging the funds for laying new rail lines and plying new trains. Strong will power and intention of doing works makes any Government successful. The UPA Government had moved the Railways backwards in terms of development by not increasing the rail fares or freight charges during the last ten years, but the Hon. Railway Minister has presented a well-balanced Railway Budget, his very first Railway Budget which will be helpful in running high speed trains in the country, transporting goods of the farmers and traders safely and taking the Railways to new heights.

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\* Speech was laid on the Table.



My Lok Sabha Constituency, Agra is a very significant place from tourism perspective. Everyday tourists from India and Abroad go to Agra and a large number of traders and students travel Agra to Delhi. In this connection, I wish to submit certain demands regarding the Railways in my Lok Sabha Constituency Agra. My demands are:

1. A super fast train should be run from Agra to Delhi in the morning so that traders, working class and students can go to Delhi easily.
2. The tourist entrepreneurs of Agra have been long demanding the stoppage of Bangalore Rajdhani at Agra.
3. The Etah-Tundla Passenger should be extended and started from Agra so that the passengers can go from Agra to Patna bird sanctuary.
4. An under bridge should be immediately constructed at level crossing situated at Prakash Nagar which is on Raja ki Mandi to Tundla rail line.
5. Construction of under bridge at level crossing situated between Agra-Shahganj is very necessary.
6. Agra cantt railway station should be made world class as Indian and foreign tourists come here.
7. Due to open defecation and garbage on both sides of the railway line at Agra, tourists have to face great difficulties. The vacant land of both sides of the rail line should be developed as green belt.
8. The Agra-Etawah rail line passing through Bateshwar, the paternal village of the former Prime Minister Shri Atal Bihari Vajpayee ji, should be made functional at the earliest.
9. Stoppage of Agra-Lucknow Intercity Express should be provided at Bharthana station situated on Etawah-Aligarh rail line.
10. Stoppage of Muri or any other Express train should be provided at Bahrain Junction situated on Tundla-Aligarh rail line so that the traders can go to Delhi frequently.

In the end, I support the Railway Budget and congratulate the Hon. Railway Minister once again. I express my gratitude towards you for glorifying the name of Agra and the country in the world by running high speed train between Delhi and Agra for the first time and hope for the betterment of railway facilities at Agra, which is known as world tourist city and where eight lakh foreign and sixty lakh domestic tourists visit every year.

So, please fulfil our demands which are stated above.

[English]

THE MINISTER OF RAILWAYS (SHRI D.V. SADANANDA GOWDA): Madam Speaker, my only request to my friends is that please hear me in detail. Do not interfere in the middle. If you have got any queries, please ask me after I have completed my speech so that it will be easier for me.

For the last one week, I saw the House. My friend is not here - the captain of your team. Not captain, the Member who was sitting behind ... (*Interruptions*)

PROF. SAUGATA ROY: Vice-captain.

SHRI D.V. SADANANDA GOWDA: He may be the Vice-Captain. I am sorry that every time ... (*Interruptions*)

SHRI SUDIP BANDYOPADHYAY: Please make such a speech that does not provoke us.

SHRI D.V. SADANANDA GOWDA: Okay, Sir.

I have attentively sat through the discussion that was held for the last three days. As many as 76 persons spoke on the floor of the House and 142 Members have laid their speeches on the Table of the House.

Really, it was a very lengthy debate and my friends have given some valuable suggestions. They have also made some criticism, but I treat all that criticism as constructive criticism for the betterment of the Railways in the coming days.

Apart from the discussions, in the initial stage itself, I would like to point out one thing. The good discussions and good suggestions that were given by my friends, will certainly be taken care of by me, but I apprehend that certain good suggestions, which I have already accepted, have not been appreciated by my friends. My

predecessor, Shri Kharge, had decided something about the fare hike and I accepted it wholeheartedly and went ahead with its implementation. They are now raising voices against the fare hike. Is it fair? I only want to say to my friends sitting on the other side that whenever you have taken certain decisions and those decisions are taken by me also, certainly, you should accept me as your man and say that something good has been done for the Railways for which the decision was taken by you earlier.

Apart from the suggestions and questions raised by my friends, there have been a large number of requests for higher allocation of funds for the ongoing projects, for introduction of new trains, for improvement of passenger amenities and for projects in the respective constituencies of hon. Members. I do concede that a Member of Parliament thinks that in the Budget, certain things would be allotted or given to his constituency also. It is certainly there in the mind of a Member that something will come to his constituency. I am sure that thinking on those lines is certainly not bad, but as far as Railways is concerned, we cannot think on the lines of some small constituencies and on the lines of States; we should think on pan-India basis and we should think that the entire country is one unit. As far as Railways is concerned, we should go ahead on that concept. That is there in my mind.

I am very much thankful to Shri Dinesh Trivedi who was my neighbour in the earlier days when I was a Member of Parliament in the last Lok Sabha. Even though he is now sitting on the other side, our parties may be different but our hearts are one. Certainly, I appreciate his concerns and how he spoke yesterday. He pointed out that the Railway Minister would never be free from requests and suggestions for new works, new trains and new stoppages. As an erstwhile Railway Minister, he is aware of the constraints of the Minister for Railways and that the balancing act has to be done by the Railway Minister on all the days till he is there in his seat. That is the need of the hour. That is what was expressed by my friend. Shri Mallikarjun Kharge, Shri Muniyappa, Shri Adhir Chowdhury and Shri E. Ahamed also spoke. They have also been in charge of the Railways. Shri Muniyappa said that I am an RSS man. I would like to say and that should go on record that I am proud to say that I am an RSS man.

A large number of requests for new lines; new projects; and new trains have come, but, so far, there are no suggestions from the other side on how to improve revenue generation. This is one of the important areas that need to be covered. If I have got sufficient revenue in my hand, then your requests would be acceded to, but none of you from the other side gave even a single suggestion on how we can generate the revenue. ...*(Interruptions)*

SHRI SUDIP BANDYOPADHYAY: Hon. Minister, you have already earned the resources required by increasing the fares so much. ...*(Interruptions)*

SHRI D.V. SADANANDA GOWDA: I will come to that point. ...*(Interruptions)* Certainly, you are at liberty to ask questions. ...*(Interruptions)*

SHRI N.K. PREMACHANDRAN (Kollam): Madam, it is not fair to make a blanket statement like this. ...*(Interruptions)* We have made so many suggestions. ...*(Interruptions)*

SHRI D.V. SADANANDA GOWDA: You all are aware that the Railways has got a huge manpower. There is 94 per cent of operating ratio and only six paise per rupee will be the revenue that will be in our hand. So, all of you should guide us on how we should go ahead. Simply placing so many requests before the House or before the Railway Minister will not give any positive response as far as revenues are concerned. I have got a shelf of ongoing projects, which require approximately Rs. 5,00,000 crore to complete without adding any new project, and this should be looked into.

Aspirations from the hon. Members are more than what we can meet. Realising this, I have very clearly stated in my speech that I need to focus on completing the ongoing projects so that we try to deliver what the Indian Railways has promised to the people of this country despite the fact that all these projects were proposed by the previous Government. ...*(Interruptions)*

SHRI ADHIR RANJAN CHOWDHURY (Baharampur): Please listen to me. ...*(Interruptions)* I have a right to know. ...*(Interruptions)*

SHRI D.V. SADANANDA GOWDA: Please sit down. No, I am not yielding. ...*(Interruptions)*

[*Translation*]

HON. SPEAKER: Please be quite. The Minister is speaking.

...(Interruptions)

[*English*]

SHRI ADHIR RANJAN CHOWDHURY: How did you calculate the amount as Rs. 5,00,000 crore?  
...(Interruptions)

SHRI D.V. SADANANDA GOWDA: Madam Speaker, all those projects were announced by the earlier Government, and I would like to stress on all the previous Governments .... I would like to state one thing that  
...(Interruptions)

SHRI ADHIR RANJAN CHOWDHURY: An officer has written something for you and you are simply reading it. ... (Interruptions) How can you calculate it? ... (Interruptions) I am charging that you are misleading the House. ... (Interruptions) You are guided by the officers working under you. ... (Interruptions)

HON. SPEAKER: Shri Adhir Ranjan, whatever you have said will not go on record.

...(Interruptions) ...\*

[*Translation*]

HON. SPEAKER: Adhir Ranjan ji, please sit down.

...(Interruptions)

[*English*]

SHRI D.V. SADANANDA GOWDA: I would like to state once again that this Government is not to politicise any development issues, and focus on nation- building only. ... (Interruptions) We will not politicise any issue, and development will be our priority. ... (Interruptions)

It is our firm belief that politics and development should not be played in the same stadium. We would like to play the game of development, and any effort to play politics will be blocked at every stage. However, I would assure this House that the demands of the newly elected MPs, who are here, and my colleagues are noted and will be considered favourably as and when the opportunity arises.

It is only our endeavour to complete the critical projects in time with available resources and by mobilizing the resources from all possible means. In order to achieve this goal, I have adopted a strategy of near plan holiday and prioritizing the ongoing projects, which I believe is the priority of the Indian Railways. Hence, to give continuity, the projects and the new trains announced by my predecessor -- Shri Kharge -- in the Interim Budget have been kept intact in my Budget and not even a single announcement made by my predecessor was taken away.

From the debates in the House, I have gathered a few areas of common interest raised by the hon. Members, and I would like to touch upon them briefly. The most often debated issue is revision of passenger fare and freight rates. I do not want to reply much on this aspect because several occasions have come before this House and this has been discussed. As I have stated in my Budget Speech, the fare hike was long overdue, which was understood well enough by the previous Government and they had already approved it.

There has been a lot of criticism from the hon. Members representing different Parties. Surprisingly, criticism has also come from members of the previous Government who had approved this fare hike. I would like to make one point very clear that the fare hike was implemented by my Government because it was the need of the hour and because of the 'TINA' factor. There was no fare hike in the last ten years. Input cost, salaries, pension outflow, and fuel cost, etc., went up substantially. Even after the fare hike, the common man is not burdened as the fare of the sleeper class is one-third of the bus fare for an equivalent distance. This can be seen even today. Even after the fare hike, the bus fare for the equal distance is three times more than that of the train fare. That has to be noted.

The Indian Railways has been cross-subsidizing – I have got the figures and I can give the figures – the passenger fare out of the resources generated from the freight.

Madam Speaker, a point raised by the hon. Members is that the PPP model has not delivered the desired results and, therefore, it may not be an appropriate way of channellizing the resources. Here, I

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\* Not recorded.

would like to clarify to the House that so far we have received a good response from the private sector in terms of investment in seventeen mile connectivity projects; twenty-two private freight terminals; wagon investment and leasing schemes; containers' sector; setting up of production units; and construction of private sidings. All these commitments made in the recent past are approximately worth Rs. 15,000 crore. This is a good beginning and, therefore, I have vested hope in PPP route.

Further, apprehensions have been expressed regarding permitting FDI in the railway sector. I wish to lay this at rest. FDI in the rail sector is positive signal to the investors regarding seriousness of Indian Railways in raising and implementing big ticket PPP projects, such as high-speed corridors, dedicated freight corridors and suburban corridors. Permitting FDI in rail sector will encourage rail infrastructure creation and growth of manufacturing industries in the country. I wish to clarify that none of the existing railway functions are being privatised. FDI will be introduced in such a manner that our core operations are ring-fenced. It will not be allowed inside the operating area; FDI will be allowed only in the area of infrastructure development and other areas.

A lot of concern has been expressed about the security of passengers, especially lady passengers travelling by train. We have addressed this concern in detail in the Budget. I do not want to repeat it again. In the Budget, we have proposed to recruit 4,000 women RPF constables, in addition to the 17,000 RPF constables who are being recruited. The strengthening of RPF will ensure that the coaches meant for lady passengers will be guarded sufficiently in order to reduce crime against women in the railway premises and in trains. The new recruits will also undergo a gender sensitization programme which will be periodically conducted so as to further make them aware of the requirements of lady passengers.

Hon. Members of West Bengal raised a strong voice of discrimination against West Bengal without realising the allocations for the new lines, doubling and gauge conversion projects, etc. West Bengal stands first in terms of allotment. I have separately calculated the share of each State in the Railway Budget. Except the States of Jammu and Kashmir and North Eastern States where

national projects are being undertaken, West Bengal, with an allocation of Rs. 3,280 crore, stands first and yet the Members were shouting at me saying that West Bengal has been neglected. You are telling that you have been neglected. ...*(Interruptions)*. I will come to each and every area. I will come to each and every State.

The second place goes to Uttar Pradesh with their total allocation of Rs. 2072 crore. The State of Bihar stands fourth in the series and the State of Maharashtra comes third with Rs. 1660 crore allotment. ...*(Interruptions)* The total allotment is Rs. 27,147 crore out of which these allotments are made. Why I am coming to this point is because whenever you raise voice on the floor of the House, you should be aware of the allotments that are made. Totally, there is no discrimination between the States. There is no discrimination against anybody. It is only in the larger interests of the country. Sir, the State of Uttar Pradesh has got an increase of 31 per cent and special attention was given to eastern and western Uttar Pradesh which was neglected in the earlier years. Even new surveys and other things have been taken up in sufficient areas of Eastern and Western Uttar Pradesh. I would like to announce that today one more survey is done in Uttar Pradesh between Baruch-Kalidabad-Shravasti-Balrampur-Bansi and Meghwal along with the upgradation of Gomatinagar Railway Station to the international standards. The State of Maharashtra was allotted with 11 per cent more than what was allotted last year. ...*(Interruptions)*

I will come to Kerala because my Kerala friends are very much worried about their State. A delegation from Kerala had met me regarding inadequacy of allocations for their State in this Budget and other issues like setting up of a coach factory in the State of Kerala. Generally, our work is spread over all the States. ...*(Interruptions)* Please wait for a minute. You do not have the patience. ...*(Interruptions)* However, they are also fully aware of the situation of Kerala. Many sections are over-saturated. There is total congestion in the lines and other things are well-known to my friends. In spite of that, their concerns need to be really taken care of because the density of population in Kerala is more. So, certainly I would like to form a Joint Study Group to address the concerns of Kerala by opting for the State officials also to solve all the

problems with regard to land acquisition and other things also. ...*(Interruptions)* I am very generous as far as Kerala is concerned. Certainly, Kerala is the State where we have got temples like Guruvayur, Sabarimalai etc. So, we would like to have a pilgrim circuit in Kerala. ...*(Interruptions)*

HON. SPEAKER: Everybody should not ask.

SHRI D.V. SADANANDA GOWDA: For the State of Bihar, apart from the introduction of various train services, I have also allotted a sum of Rs. 1,534 crore for all the projects including the critical projects of bridge across the Ganga near Patna. The Railways have planned to make adequate funds available for completion of Digha bridge also. Since how long is Digha bridge pending? How many ministers have come from Bihar? I would like to pose a question to Bihar Members.

Really, I appreciate the concerns of the West Bengal people because they have got something in their minds. Their Chief Minister, the then Railway Minister had shown some discrimination. Now they raise their voice to support their claims. That is all.

These two projects in Bihar are very important projects which will connect the State *in toto*. So, we are looking at these two projects of importance. ...*(Interruptions)*

*[Translation]*

SHRI JAI PRAKASH NARAYAN YADAV: Hon. Speaker, allocation for Bihar was Rs. 55,000 crore. Bihar has been discriminated. ...*(Interruptions)*

SHRI D.V. SADANANDA GOWDA: The Chief Minister of Odisha requested for a higher allocation for two major projects in the State. Adequate funds are provided as per this year's requirement. Despite that, a delegation of MPs from Odisha met me today with their demands like introduction of a separate Rajdhani service for their State capital and such other demands. Given the shortage of time, I would like to discuss these issues once I am free from Railway Budget process and necessary steps will be taken in that direction.

About North-Eastern States, I am sorry to say that still some State capitals are not linked with the railways. After 65 years of Independence, several State capitals are not linked. We are determined that within the next

four to five years, all the State capitals of the country should be linked with the railways. That is our intention. This time we have allotted 54 per cent higher allocation to the North- Eastern States because we want to take up all the projects of the North-Eastern States.

MPs from Tamil Nadu are raising their hands from back benches. Tamil Nadu also is not discriminated against. We have allotted Rs. 1,233 crore which I hope will adequately take care of the requirements of the State. In addition to that, projects of development of terminal facilities at Kanyakumari and Nagarcoil and also development of Rayapuram station will be taken up as the third terminal for Chennai.

It has been brought to my notice that Darjeeling Himalayan Railways need to be restored to its past glory by taking up comprehensive conservation management plan in association with UNESCO. Earlier, the UNESCO had given it a World Heritage status. So, we want to take up this project in the coming days.

Certainly, the needs of the newly formed States of Telangana and Andhra Pradesh should be taken care of. Even my senior leaders are telling that a zone needs to be formed immediately to take care of the railway connectivity across the State of Andhra Pradesh as well as Telangana. ...*(Interruptions)*

*[Translation]*

SHRI NANDI YELLAIAH: Mr. Minister, Sir, what about the Kazipet coach factory...*(Interruptions)*

*[English]*

SHRI D.V. SADANANDA GOWDA: A Committee has been formed to look into the matter. I hope that I will get the report immediately. As soon as I get the report, the request about the formation of the zone will be certainly taken care of and we will go ahead with the railway projects in Telangana and Andhra Pradesh. ...*(Interruptions)*

SHRI KADIYAM SRIHARI (Warangal): What about the coach factory in Telangana?

SHRI D.V. SADANANDA GOWDA: Regarding matters pertaining to Telangana and Andhra Pradesh, as soon as we get the report, we will have a separate meeting and we will go ahead with that.

I would like to say something to my predecessor Shri Mallikarjun Kharge. I ensured that the projects initiated by the previous Government in the State of Karnataka are provided with additional resources. In addition to what Khargeji announced, 11 new trains and five services are announced in this Budget. ...*(Interruptions)*

HON. SPEAKER: Please, this is not a question and answer session.

SHRI D.V. SADANANDA GOWDA: Khargeji, Karnataka was allotted Rs. 1,543 crore in this Budget. ...*(Interruptions)*

In addition, the frequency of Uppili-Mumbai weekly train will be increased and it will be made a daily train.

An inter-city express between Bengaluru and Harihara has been demanded by the hon. Members, which would be discussed and taken care of.

Another point raised by the hon. Members seated on the other side is that there is an element of cross subsidy in passenger traffic, and that the general class supports the higher class passengers. I would like to present the reality here. Let me clarify that the reverse is true. Unreserved passengers, who contribute about 91 per cent of the traveling public, contribute about 44 per cent of the passenger earnings. Reserved passengers, who constitute approximately nine per cent, actually contribute close to 56 per cent. So, the argument that cross subsidization is being resorted to, especially that the general class supports the higher class passengers, is not true. It is far away from truth.

Madam Speaker, if there had been periodical and regular revisions, the need to do a revision of this magnitude as was done this year would not really have been essential. I am facing the consequences of the years of running this organization without realistic and practical approach that has put us in this difficulty.

Despite these constraints I have maintained the interim budget announcements of trains and added a few more. Thus a total of 157 new trains have been announced including 138 introductions, 15 extensions, and four increases in frequencies. Thirteen of these new services will be to West Bengal, 16 to Bihar, and one big

State Uttar Pradesh takes a major share of 32. ...*(Interruptions)*

SHRI N.K. PREMACHANDRAN: There is nothing for Kerala.

SHRI D.V. SADANANDA GOWDA: My Kerala friends, you rest assured. We will hold a meeting with you people in my chamber along with my officers and we will sort out all the problems pertaining to Kerala. ...*(Interruptions)*

Similarly, after careful consideration and respecting the aspirations of various Members, 28 surveys have been undertaken in 15 States. Along with this I add one more survey of Durg-Dhamdha-Bemetara-Nawagarh-Mungeli-Bilaspur line.

Many Members of the House raised the issue of how high-speed trains will be funded when the Railways are short of funds for regular projects. ...*(Interruptions)* Madam Speaker, the high-speed train project will be funded through bilateral funding mechanism as well as by FDI route without burdening the traveling passengers and the common man.

Madam Speaker, I would like to place on record that my Budget is a budget with a difference. I have cautiously steered away from the populism and from an overemphasis on expanding the expenditure base, and moved towards augmentation of revenues, consolidation, regenerating and bringing new practices into the organization which was left behind for centuries.

My Budget has focussed on issues like timely completion of on-going works; resource mobilisation; harnessing new technologies; increased emphasis on safety, security and services; new innovations; and creating awareness among the countrymen that Railways is the pride of the nation.

Somewhere we have to realise that unless we move ahead, we will be left far, far behind in the race for faster, quicker and more efficient technologies which are being displayed by our neighbours and the more developed world.

I do not say that I have covered all the issues which can be brought on board to improve the organisation; nor I can say I have covered all the issues raised by my learned friends in the House. Needless to state, with

sincerity and earnestness, I have attempted to cover majority of the concerns and ideas which I have been listening in this august House for the last few days.

To conclude, within a short span of seven months, I will be coming back to this House to present another Railway Budget. I hope, then the remaining dreams of all my friends and issues of all the Members of the House will be finally addressed.

[Translation]

HON. SPEAKER: All questions have been replied.

...(Interruptions)

HON. SPEAKER: Seven months remain after this discussion.

...(Interruptions)

[English]

HON. SPEAKER: I shall now put the Demands for Excess Grants (Railways) for 2011-12 to the vote of the House.

The question is:

“That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India, out of the Consolidated Fund of India, to make good the excess on the respective grants during the year ended on the 31st day of March, 2012, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 12 and 13.”

**Demands for Excess Grants (Railways) for 2011-2012 voted by Lok Sabha**

No. of Demand	Name of Demand	Amount of Demand for Excess Grants voted by the House (Rs.)
12	Miscellaneous Working Expenses	279,85,87,643
13	Provident Fund, Pension and other Retirement Benefits	769,61,68,663
Total		1049,47,56,306

*The motion was adopted.*

17.47 hrs

APPROPRIATION (RAILWAYS) NO. 2  
BILL, 2014\*

[English]

HON. SPEAKER: Now, the House will take up item No. 12. Mr. Minister.

THE MINISTER OF RAILWAYS (SHRI D.V. SADANANDA GOWDA): Madam Speaker, I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 2012 in excess of the amounts granted for those services and for that year.

HON. SPEAKER: The question is:

“That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 2012 in excess of the amounts granted for those services and for that year.”

*The motion was adopted.*

SHRI D.V. SADANANDA GOWDA: I introduce\*\* the Bill.

HON. SPEAKER: Now, item No. 13. Mr. Minister.

SHRI D.V. SADANANDA GOWDA: I beg to move that the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 2012 in excess of the amounts granted for those services and for that year, be taken into consideration.

\* Published in the Gazette of India, Extraordinary, Part-II, Section-2 dated 15.07.2014

\*\* Introduced with the recommendation of the President.

HON. SPEAKER: The question is:

“That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 2012 in excess of the amounts granted for those services and for that year, be taken into consideration.”

*The motion was adopted.*

HON. SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

The question is:

“That clauses 2 and 3 stand part of the Bill.”

*The motion was adopted.*

*Clauses 2 and 3 were added to the Bill.*

*The Schedule, Clause 1, the Enacting Formula and the Long Title were added to the Bill.*

HON. SPEAKER: The Minister may now move that the Bill be passed. SHRI D.V. SADANANDA GOWDA: I beg to move:

“That the Bill be passed.”

HON. SPEAKER: The question is:

“That the Bill be passed.”

*The motion was adopted.*

**17.50 hrs**

**MOTION RE: SUSPENSION OF RULE 331G**

*[English]*

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 Rule 331G of the Rules of Procedure and Conduct of Business in Lok Sabha in its application to the discussion and voting on the Demands for Grants (Railways) for 2014-15 be suspended.”

Madam Speaker, the Standing Committees are yet to be constituted and that is why, this suspension.

HON. SPEAKER: The question is:

“That Rule 331G of the Rules of Procedure and Conduct of Business in Lok Sabha in its application to the discussion and voting on the Demands for Grants (Railways) for 2014-15 be suspended.”

*The motion was adopted.*

**17.52 hrs**

**DEMANDS FOR GRANTS (RAILWAYS), 2014-15**

*[English]*

HON. SPEAKER: The House shall now take up Demands for Grants (Railways).

Motion moved:

“That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 2015, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16.”

**Demands for Grants (Railways) for 2014-15 submitted to the Vote of Lok Sabha**

No. of Demand	Name of Demand	Amount of Demand for Grants on Accounts voted by the House on 17.02.2014	Amount of Demand for Grants submitted to the Vote of the House
1	2	3	4
1.	Railway Board	92,67,00,000	185,34,00,000
2.	Miscellaneous Expenditure (General)	268,81,67,000	562,63,33,000



1	2	3	4
3.	General Superintendence and Services on Railways	2152,00,02,000	4320,70,04,000
4.	Repairs and Maintenance of Permanent Way and Works	3396,60,04,000	6871,33,07,000
5.	Repairs and Maintenance of Motive Power	1551,63,03,000	3114,01,07,000
6.	Repairs and Maintenance of Carriages and Wagons	3627,59,91,000	7315,85,81,000
7.	Repairs and Maintenance of Plant and Equipment	2061,40,22,000	4166,78,43,000
8.	Operating Expenses-Rolling Stock and Equipment	3105,99,00,000	6357,31,01,000
9.	Operating Expenses-Traffic	7818,23,16,000	11894,88,32,000
10.	Operating Expenses-Fuel	11243,61,50,000	23937,55,99,000
11.	Staff Welfare and Amenities	1664,29,06,000	3447,09,12,000
12.	Miscellaneous Working Expenses	1760,05,98,000	3578,70,97,000
13.	Provided Fund, Pension and Other Retirement Benefits	9314,20,01,000	20478,50,01,000
14.	Appropriation to Funds	14701,10,33,000	26777,63,67,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalisation	3038,84,33,000	6096,15,67,000
16.	Assets-Acquisition, Construction and Replacement		
	<b>Other Expenditure</b>		
	Capital	33607,70,00,000	75764,36,14,000
	Railway Funds	5696,26,67,000	11399,03,33,000
	Railway Safety Fund	666,00,00,000	1532,00,00,000
	<b>Total</b>	<b>105767,01,93,000</b>	<b>217799,89,98,000</b>

HON. SPEAKER: Hon. Members, as you are aware, the House will now vote the Demands for Grants (Railways) for the year 2014-15. Although Rule 331G of the Rules of Procedure has been suspended to enable the House to pass the Demands for Grants without the same being referred to the Departmentally Related Standing Committee, the Demands would, however, stand referred to the Standing Committee on Railways,

after it has been constituted, for examination and report to the House so that the Committee can make suitable recommendations which may be used in the preparation of Demands for Grants for the next year.

...(Interruptions)

HON. SPEAKER: It is always done like that.

...(Interruptions)

HON. SPEAKER: Hon. Members, as you are aware, the Business Advisory Committee vide its report adopted on 11th July 2014, has recommended that the Demands for Grants (Railways) for the year 2014-15 may be taken up immediately after completion of items relating to general discussion on Budget (Railways), 2014-15 and discussion and voting on Excess Demands for Grants (Railways) for 2011-12 and passed without discussion. As sufficient time for moving of cut motions is not available, I treat all the cut motions, which have been circulated, as moved.

**Text of Cut Motion (Moved)**

PROF. SAUGATA ROY (Dum Dum): I beg to move:

**(DISAPPROVAL OF POLICY)**

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED TO RE.1.

Failure to restructure Railway Board so as to make it more transparent and efficient. (1)

Failure to place wagon orders on different manufacturers on time. (2)

Need to make the Unit General Managers more accountable. (60)

THAT THE DEMAND UNDER THE HEAD MISCELLANEOUS EXPENDITURE (GENERAL) (PAGES 02.01.1-02.02.1) BE REDUCED TO RE.1.

Failure to complete surveys for new lines within a fixed time frame. (77)

THAT THE DEMAND UNDER THE HEAD REPAIRS AND MAINTENANCE OF PERMANENT WAY AND WORKS (PAGES 04.01.1-04.03.1) BE REDUCED TO RE.1.

Failure to evolve more technological innovations for detecting cracks in railway tracks. (79)

THAT THE DEMAND UNDER HEAD THE REPAIRS AND MAINTENANCE OF MOTIVE POWER (PAGES 05.01.1-05.03.1) BE REDUCED TO RE.1.

Failure to phase out steam locomotive altogether. (80)

(TOKEN)

THAT THE DEMAND UNDER THE HEAD REPAIRS AND MAINTENANCE OF CARRIAGES AND WAGONS (PAGES 06.01.1-06.03.1) BE REDUCED BY RS.100.

Need for better maintenance of A.C. machines on Rajdhani, Duronto and Shatabdi trains. (82)

THAT THE DEMAND UNDER THE HEAD REPAIRS AND MAINTENANCE OF PLANT AND EQUIPMENT (PAGES 07.01.1-07.03.1) BE REDUCED BY RS.100.

Need for better maintenance of signal equipments. (83)

THAT THE DEMAND UNDER THE HEAD OPERATING EXPENSES-TRAFFIC (PAGES 09.01.1-09.03.1) BE REDUCED BY RS. 100.

Need to improve efficiency in yard operations. (84)

**(DISAPPROVAL OF POLICY)**

THAT THE DEMAND UNDER THE HEAD OPERATING EXPENSES-FUEL (PAGES 10.01.1-10.03.1) BE REDUCED TO RE. 1.

Failure to increase the bio-fuel component in diesel for running diesel engines. (85)

(TOKEN)

THAT THE DEMAND UNDER THE HEAD STAFF WELFARE AND AMENITIES (PAGES 11.01.1-11.03.1) BE REDUCED BY RS. 100.

Need to improve the maintenance of quarters in railway colonies. (87)

**(DISAPPROVAL OF POLICY)**

THAT THE DEMAND UNDER THE HEAD MISCELLANEOUS WORKING EXPENSES (PAGES 12.01.1-12.03.1) BE REDUCED TO RE. 1.

Failure to make the process of paying compensation for goods lost or damaged more transparent and corruption free. (88)

THAT THE DEMAND UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 16.01.1-16.02.3) BE REDUCED BY RE. 1.

Failure to complete on-going construction projects for new lines on time. (91)

SHRI JAI PRAKASH NARAYAN YADAV (Banka): I beg to move:

(TOKEN)

THAT THE DEMAND UNDER THE HEAD railway board (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to run Intercity Express train daily between Patna and Banka (departure from Patna in the morning and departure from Banka in the evening) (3)

Need to run Mail and Express trains from Banka to important destinations like Delhi, Kolkata, Mumbai, etc. (4)

Need to develop Banka railway station as a model station. (5)

Need to construct an over-bridge on the railway line connecting Tara Mandir Road and Pokharia Road on the Banka-Bhagalpur rail section. (6)

Need to provide a halt station at Tara Mandir Road/ Pokharia Road. (7)

Need to extend the Vikramshila Express (12367/12368) upto Banka. (8)

Need to provide stoppage to Rajendra Nagar-Banka Intercity Express (13241/13242) at Dhauni station. (9)

Need to grant the status of manufacturing unit of diesel/electrical engine/coach making to the Jamalpur Locomotive Workshop. (10)

Need to early implementation of approved Zonal Railway Office at Bhagalpur. (11)

Need to develop the railway stations at Banka, Sultanganj, Jamui, Bhagalpur, Jamalpur, Kiul, Jhajha, Dharahara, Jasidih and Lakhisarai as model stations. (12)

Need to provide adequate budgetary allocation and early completion of under-construction rail-cum-road bridge on the Ganga river at Munger. (13)

Need to provide halt to train nos. 15097/98, 13423/24, 14003/04, 12254/53, 13415/16, 15619/20 at Sultanganj railway station. (14)

Need to allocate funds for laying of railway line from Sultanganj to Deoghat *via* Tarapur-Sangrampur-Belhar-Katauriya for which survey has already been done. (15)

Need to provide funds for laying of railway line from Bariapur to Mananpur *via* Haveli Kharagpur-Laxmipur-Barhat rail section for which survey has been already been done. (16)

Need to start work by allocating funds for laying of new railway line from Bariapur railway station upto Mananpur, Laxmipur (Kohwarva) Sikandra-Navada *via* Jinhara-Jhajha-Sono-Chakai-Khaira-Jamui-Sikandra. (17)

Need to provide stoppage to Howrah-Haridwar train at Jamui railway station. (18)

Need to run Rajdhani trains from New Delhi to Howrah *via* Kiul-Jamalpur, Bhagalpur and from New Delhi to Guwahati *via* Kiul, Jamalpur twice a week. (19)

Need to provide funds for construction of diesel loco engine factory in Chhapra and electrical loco engine factory in Madhepura. (20)

Need to introduce a new D.M.U. train from Banka and Mokama *via* Bhagalpur, Jamalpur and Kiul. (21)

Need to provide an extra coach of 2AC and 3AC in Banka-Patna Intercity. (22)

Need to provide 35 percentage reservation for women in recruitment to Railway Protection Force. (23)

Need to ensure adequate security and protection for rail passengers in all Express/Mail and Rajdhani trains. (24)

Need to make arrangement for special rake for the producers of milk and vegetables in the trains running between Patna and Delhi, Patna and Chennai, Patna and Kolkata and Patna and Bangalore. (25)

Need to make railway enquiry telephone number toll free. (26)

Need to introduce a new A.C. train from Patna to Dwarka *via* Surat. (27)

Need to set up a wheel factory and concrete sleeper factory in Banka (Bihar). (28)

Need to allocate adequate funds for laying the approved Pirpaiti-Jasidih (97 km.) new railway line. (29)

THAT THE DEMAND UNDER THE HEAD REPAIRS AND MAINTENANCE OF MOTIVE POWER (PAGES 05.01.1-05.03.1) BE REDUCED BY RS. 100.

Need to modernise and make Jhajha loco factory well equipped. (81)

THAT THE DEMAND UNDER THE HEAD STAFF WELFARE AND AMENITIES (PAGES 11.01.1-11.03.1) BE REDUCED BY RS. 100.

Need to provide better facilities to the Coolies and Group 'D' staff of railways. (86)

THAT THE DEMAND UNDER THE HEAD MISCELLANEOUS WORKING EXPENSES (PAGES 12.01.1-12.03.1) BE REDUCED BY RS. 100.

Need to improve the level of catering and sanitation in all the trains including Guwahati Rajdhani Express, Howrah-Kolkata Rajdhani Express and Vikramshila Express. (90)

THAT THE DEMAND UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 16.01.1-16.02.3) BE REDUCED BY RS. 100.

Need to provide level crossing at Punasia under Bhagalpur-Banka railway station. (97)

Need to grant the status of a railway station to Punasia. (98)

Need to complete the pending works relating to over-bridge at Bariapur railway station under Jamalpur-Bhagalpur rail section. (99)

Need to provide and develop the passenger amenities at the Ganganiyan railway station on the Jamalpur-Bhagalpur railway section. (100)

Need to electrification of Kiul-Bhagalpur and Pakud-Varahwa rail line and complete doubling of remaining rail line of this section. (101)

Need to renovate the bridge in Hazipur, Howrah, Malda, Danapur railway divisions/zones. (102)

Need to restart the work of railway lines and construction of bridges, from Araria to Galgalia, Jalalgarh to Kishanganj, Araria to Supaul. (103)

Need to attach an additional coach of 2AC and 3AC in Seemanchal Express. (104)

Need to extend the Amrapali Delhi-Katihar train upto Jogwati. (105)

Need to provide escalator facilities at the Patna, Bhagalpur, Jamalpur, Kiul, Jasidih, Jhajha railway stations. (106)

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

(TOKEN)

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to accelerate the completion of Arambagh-Bishunpur new rail link. (30)

Need to introduce ladies coach in all the trains. (31)

Need to upgrade all suburban railway stations by introducing pay and use toilets and providing water connections and computer systems with CCTV installations. (32)

SHRI IDRIS ALI (Basirhat): I beg to move:

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to introduce ladies special trains on Sealdah-Hansabad route. (33)

Need to re-introduce Izzat Monthly Season Tickets on the basis of income certificates issued by the Members of Parliament. (34)

SHRI DUSHYANT CHAUTALA (Hisar): I beg to move:

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to provide funds upgradation of the railway stations in Hisar as world class stations. (35)

(TOKEN)

THAT THE DEMAND UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 16.01.1-16.02.3) BE REDUCED BY RS. 100.

Need to provide funds for laying of new railway lines between Jind-Kurukshetra-Narwana Hansi-Siwani and Elanabad-Sirsa in the State of Haryana. (107)

SHRI SHAILESH KUMAR (Bhagalpur): I beg to move:

(TOKEN)

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to set up DRM office in Bhagalpur without delay. (36)

Need to construct rail bridge on Ganga river in Bhagalpur to link Bhagalpur to the North East India. (37)

Need to run a passenger train along NTPC track to link Lalmatia industrial area to Bhagalpur. (38)

Need to introduce a Jansadharan Express train from Bhagalpur to Punjab and Gujarat. (39)

Need to introduce Inter-city express trains from Bhagalpur to Kolkata and Jamshedpur. (40)

Need to run a Rajdhani Express train *via* Bhagalpur. (41)

Need to provide stoppage to Delhi bound trains originating from Bhagalpur at New Delhi Railway station in place of Anand Vihar. (42)

Need to introduce new express trains from Bhagalpur to Dehri-on-son and Sasaram *via* Gaya. (43)

Need to add four extra coaches (ordinary) in each of the trains running from Bhagalpur. (44)

Need to run at least 4 additional DMU trains from Sahebganj to Kiul. (45)

Need to arrange wagons for export of bananas, mangoes, litchi, vegetables, etc. from Bhagalpur and Bihpur. (46)

Need to run Kamakhya-Delhi Rajdhani Express *via* Bhagalpur. (47)

Need to increase frequency of Bhagalpur-New Delhi Express. (48)

Need to increase the number of rakes in Bhagalpur Garib Rath. (49)

Need to run Lokmanya Tilak Express daily. (50)

Need to introduce Shatabdi Express between Bhagalpur and Howrah. (51)

Need to introduce Duranto Express between Bhagalpur and Lucknow. (52)

Need to run an Express train between Bhagalpur and Jaipur. (53)

Need to run Patna-Pune Super Fast Express and Barauni Express from Bhagalpur. (54)

Need to attach new coaches to Vikramshilla Express. (55)

Need to run an Express train from Bhagalpur to New Delhi on daily-basis. (56)

Need to provide stoppages to train No. 15631/15632 (Bikaner-Guwahati Express), 12407/12408 (Karmbhumi Express), 15667/15668 (Amritsar-Dibrugarh Express), 12523/12524 (Anand Vihar-New Jalpaigudi Express) and 19601/19602 (Allahabad-New Jalpaigudi Express) at Navghachhia railway station. (57)

Need to run Anga Express from Bhagalpur daily. (58)

Need to run all the trains running between Howrah and Punjab *via* Bhagalpur. (59)

THAT THE DEMAND UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 16.01.1-16.02.3) BE REDUCED BY RS. 100.

Need to construct a flyover over Bholanath bridge at Ishakchak in Bhagalpur city. (108)

Need for doubling of railway line between Badhharwa and Bhagalpur junctions. (109)

Need for electrification of rail route between Kiul and Badhharwa on Bhagalpur loop line. (110)

Need for doubling of Railway line from Jamalpur to Munger by abandoning Jamalpur tunnel. (111)

Need to provide ramp on Railway Crossing Bridge at Bhagalpur station for differently abled passengers. (112)

Need to attach compartments with lavatories in the trains running between Bhagalpur and Mandarhill. (113)

Need to re-start incomplete work along Sultanganj-Banka new Railway line. (114)

Need to construct a Railway overbridge from Bhikhanpur to Mirzanhat. (115)

Need to upgrade Bhagalpur station into a modern station by equipping it with world-class facilities. (116)

Need to provide passenger facilities at Navghachhia station. (117)

Need to grant funds to expedite the laying of Railway line between Warapalasi and Hansdiha. (118)

SHRI ADHIR RANJAN CHOWDHURY  
(Baharampur): I beg to move:

(DISAPPROVAL OF POLICY)

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RE. 1.

Failure to constitute a Railway Tariff Authority for determining the fare and freight charges based on a laid down criteria. (119)

Failure to create a Railway Safety Authority. (120)

Failure of the catering policy to set standard operating procedures on all the trains. (121)

Failure to formulate a definite policy on appointment of DRMs. (122)

(TOKEN)

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to reduce the exorbitant hike of passenger and freight fares. (123)

Need to have consultations with the KVIC for improving the quality of polyvastra and pillow covers provided in Railways. (124)

Need to set up a Railway Logistics Corporation of India. (125)

Need to create new posts of Member (Signalling and Telecommunications), Member (Safety) and Member (Stores). (126)

Need for construction of Nashipur Azimganj (West Bengal) Railway bridge on priority basis. (127)

Need to enquire into the construction of the ROB at Burdhaman which is struck up due to faulty planning. (128)

Need to provide more funds for the on-going East West Metro, Kolkata. (129)

THAT THE DEMAND UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 16.01.1-16.02.3) BE REDUCED BY RS. 100.

Need to immediately complete the work of Railway overbridges at Berhampur, West Bengal 131-132. (130)

PROF. SAUGATA ROY (Dum Dum): I beg to move:

(DISAPPROVAL OF POLICY)

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED TO RE.1.

Failure to restructure Railway Board so as to make it more transparent and efficient. (1)

Failure to place wagon orders on different manufacturers on time. (2)

Need to make the Unit General Managers more accountable. (60)

THAT THE DEMAND UNDER THE HEAD MISCELLANEOUS EXPENDITURE (GENERAL) (PAGES 02.01.1-02.02.1) BE REDUCED TO RE.1.

Failure to complete surveys for new lines within a fixed time frame. (77)

THAT THE DEMAND UNDER THE HEAD REPAIRS AND MAINTENANCE OF PERMANENT WAY AND WORKS (PAGES 04.01.1-04.03.1) BE REDUCED TO RE.1.

Failure to evolve more technological innovations for detecting cracks in railway tracks. (79)

THAT THE DEMAND UNDER HEAD THE REPAIRS AND MAINTENANCE OF MOTIVE POWER (PAGES 05.01.1-05.03.1) BE REDUCED TO RE.1.

Failure to phase out steam locomotive altogether. (80)

(TOKEN)

THAT THE DEMAND UNDER THE HEAD REPAIRS AND MAINTENANCE OF CARRIAGES AND WAGONS (PAGES 06.01.1-06.03.1) BE REDUCED BY RS.100.

Need for better maintenance of A.C. machines on Rajdhani, Durgam and Shatabdi trains. (82)

THAT THE DEMAND UNDER THE HEAD REPAIRS AND MAINTENANCE OF PLANT AND EQUIPMENT (PAGES 07.01.1-07.03.1) BE REDUCED BY RS.100.

Need for better maintenance of signal equipments. (83)

THAT THE DEMAND UNDER THE HEAD OPERATING EXPENSES-TRAFFIC (PAGES 09.01.1-09.03.1) BE REDUCED BY RS. 100.

Need to improve efficiency in yard operations. (84)

(DISAPPROVAL OF POLICY)

THAT THE DEMAND UNDER THE HEAD OPERATING EXPENSES-FUEL (PAGES 10.01.1-10.03.1) BE REDUCED TO RE. 1.

Failure to increase the bio-fuel component in diesel for running diesel engines. (85)

THAT THE DEMAND UNDER THE HEAD STAFF WELFARE AND AMENITIES (PAGES 11.01.1-11.03.1) BE REDUCED BY RS. 100.

Need to improve the maintenance of quarters in railway colonies. (87)

THAT THE DEMAND UNDER THE HEAD MISCELLANEOUS WORKING EXPENSES (PAGES 12.01.1-12.03.1) BE REDUCED TO RE. 1.

Failure to make the process of paying compensation for goods lost or damaged more transparent and corruption free. (88)

THAT THE DEMAND UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 16.01.1-16.02.3) BE REDUCED BY RE. 1.

Failure to complete on-going construction projects for new lines on time. (91)

SHRI JAI PRAKASH NARAYAN YADAV (Banka): I beg to move:

(TOKEN)

THAT THE DEMAND UNDER THE HEAD railway board (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to run Intercity Express train daily between Patna and Banka (departure from Patna in the morning and departure from Banka in the evening) (3)

Need to run Mail and Express trains from Banka to important destinations like Delhi, Kolkata, Mumbai, etc. (4)

Need to develop Banka railway station as a model station. (5)

Need to construct an over-bridge on the railway line connecting Tara Mandir Road and Pokharia Road on the Banka-Bhagalpur rail section. (6)

Need to provide a halt station at Tara Mandir Road/ Pokharia Road. (7)

Need to extend the Vikramshila Express (12367/12368) upto Banka. (8)

Need to provide stoppage to Rajendra Nagar-Banka Intercity Express (13241/13242) at Dhauni station. (9)

Need to grant the status of manufacturing unit of diesel/electrical engine/coach making to the Jamalpur Locomotive Workshop. (10)

Need to early implementation of approved Zonal Railway Office at Bhagalpur. (11)

Need to develop the railway stations at Banka, Sultanganj, Jamui, Bhagalpur, Jamalpur, Kiul,

Jhajha, Dharahara, Jasidih and Lakhisarai as model stations. (12)

Need to provide adequate budgetary allocation and early completion of under-construction rail-cum-road bridge on the Ganga river at Munger. (13)

Need to provide halt to train nos. 15097/98, 13423/24, 14003/04, 12254/53, 13415/16, 15619/20 at Sultanganj railway station. (14)

Need to allocate funds for laying of railway line from Sultanganj to Deoghat via Tarapur-Sangrampur-Belhar-Katauriya for which survey has already been done. (15)

Need to provide funds for laying of railway line from Bariapur to Mananpur via Haveli Kharagpur-Laxmipur-Barhat rail section for which survey has been already been done. (16)

Need to start work by allocating funds for laying of new railway line from Bariapur railway station upto Mananpur, Laxmipur (Kohwarva) Sikandra-Navada via Jinhara-Jhajha-Sono-Chakai-Khaira-Jamui-Sikandra. (17)

Need to provide stoppage to Howrah-Haridwar train at Jamui railway station. (18)

Need to run Rajdhani trains from New Delhi to Howrah via Kiul-Jamalpur, Bhagalpur and from New Delhi to Guwahati via Kiul, Jamalpur twice a week. (19)

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Need to improve efficiency in yard operations. (84)

(DISAPPROVAL OF POLICY)

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THAT THE DEMAND UNDER THE HEAD STAFF WELFARE AND AMENITIES (PAGES 11.01.1-11.03.1) BE REDUCED BY RS. 100.

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THAT THE DEMAND UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 16.01.1-16.02.3) BE REDUCED BY RE. 1.

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Need to construct an over-bridge on the railway line connecting Tara Mandir Road and Pokharia Road on the Banka-Bhagalpur rail section. (6)

Need to provide a halt station at Tara Mandir Road/Pokharia Road. (7)

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Need to run Rajdhani trains from New Delhi to Howrah *via* Kiul-Jamalpur, Bhagalpur and from New Delhi to Guwahati *via* Kiul, Jamalpur twice a week. (19)

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

(TOKEN)

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to accelerate the completion of Arambagh-Bishunpur new rail link. (30)

Need to introduce ladies coach in all the trains. (31)

Need to upgrade all suburban railway stations by introducing pay and use toilets and providing water connections and computer systems with CCTV installations. (32)

SHRI IDRIS ALI (Basirhat): I beg to move:

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Need to introduce ladies special trains on Sealdah-Hansabad route. (33)

Need to re-introduce Izzat Monthly Season Tickets on the basis of income certificates issued by the Members of Parliament. (34)

SHRI DUSHYANT CHAUTALA (Hisar): I beg to move:

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to provide funds upgradation of the railway stations in Hisar as world class stations. (35)

(TOKEN)

THAT THE DEMAND UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 16.01.1-16.02.3) BE REDUCED BY RS. 100.

Need to provide funds for laying of new railway lines between Jind-Kurukshetra-Narwana Hansi-Siwani and Elanabad-Sirsa in the State of Haryana. (107)

THAT THE DEMAND UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 16.01.1-16.02.3) BE REDUCED BY RS. 100.

Need to construct a flyover over Bholanath bridge at Ishakchak in Bhagalpur city. (108)

Need for doubling of railway line between Badhharwa and Bhagalpur junctions. (109)

Need for electrification of rail route between Kiul and Badhharwa on Bhagalpur loop line. (110)

Need for doubling of Railway line from Jamalpur to Munger by abandoning Jamalpur tunnel. (111)

Need to provide ramp on Railway Crossing Bridge at Bhagalpur station for differently abled passengers. (112)

Need to attach compartments with lavatories in the trains running between Bhagalpur and Mandarhill. (113)

Need to re-start incomplete work along Sultanganj-Banka new Railway line. (114)

Need to construct a Railway overbridge from Bhikhanpur to Mirzanhat. (115)

Need to upgrade Bhagalpur station into a modern station by equipping it with world-class facilities. (116)

Need to provide passenger facilities at Navghachhia station. (117)

Need to grant funds to expedite the laying of Railway line between Warapalasi and Hansdiha. (118)

SHRI SHAILESH KUMAR (Bhagalpur): I beg to move:

(TOKEN)

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to set up DRM office in Bhagalpur without delay. (36)

Need to construct rail bridge on Ganga river in Bhagalpur to link Bhagalpur to the North East India. (37)

Need to run a passenger train along NTPC track to link Lalmatia industrial area to Bhagalpur. (38)

Need to introduce a Jansadharan Express train from Bhagalpur to Punjab and Gujarat. (39)

Need to introduce Inter-city express trains from Bhagalpur to Kolkata and Jamshedpur. (40)

Need to run a Rajdhani Express train *via* Bhagalpur. (41)

Need to provide stoppage to Delhi bound trains originating from Bhagalpur at New Delhi Railway station in place of Anand Vihar. (42)

Need to introduce new express trains from Bhagalpur to Dehri-on-son and Sasaram *via* Gaya. (43)

Need to add four extra coaches (ordinary) in each of the trains running from Bhagalpur. (44)

Need to run at least 4 additional DMU trains from Sahebganj to Kiul. (45)

Need to arrange wagons for export of bananas, mangoes, litchi, vegetables, etc. from Bhagalpur and Bihpur. (46)

Need to run Kamakhya-Delhi Rajdhani Express *via* Bhagalpur. (47)

Need to increase frequency of Bhagalpur-New Delhi Express. (48)

Need to increase the number of rakes in Bhagalpur Garib Rath. (49)

Need to run Lokmanya Tilak Express daily. (50)

Need to introduce Shatabdi Express between Bhagalpur and Howrah. (51)

Need to introduce Duranto Express between Bhagalpur and Lucknow. (52)

Need to run an Express train between Bhagalpur and Jaipur. (53)

Need to run Patna-Pune Super Fast Express and Barauni Express from Bhagalpur. (54)

Need to attach new coaches to Vikramshilla Express. (55)

Need to run an Express train from Bhagalpur to New Delhi on daily-basis. (56)

Need to provide stoppages to train No. 15631/15632 (Bikaner-Guwahati Express), 12407/12408 (Karmbhumi Express), 15667/15668 (Amritsar-Dibrugarh Express), 12523/12524 (Anand Vihar-New Jalpaigudi Express) and 19601/19602 (Allahabad-New Jalpaigudi Express) at Navghachhia railway station. (57)

Need to run Anga Express from Bhagalpur daily. (58)

Need to run all the trains running between Howrah and Punjab *via* Bhagalpur. (59)

SHRI SULTAN AHMED (Uluberia): I beg to move:

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to upgrade Ghoraghata railway station under the South Eastern Railway. (61)

Need to introduce SMS service for information about train delays. (62)

Need to extend Kalka Mail upto Uluberia in West Bengal. (63)

Need to introduce more EMU trains between Howrah-Amta under the South Eastern Railway. (64)

Need to provide travelling concession to students. (65)

Need to introduce Airport feeder services at Howrah and Sealdah railway stations. (66)

Need to construct Rail Over Bridge (ROB) on the west side of Uluberia station under Kharagpur division of the South Eastern Railway. (67)

Need to construct new railway lines between Bagnan-Shyampur under Kharagpur division of the South Eastern Railway. (68)

Need to extend travel limit of Izzat Monthly Season Ticket. (69)

Need to run 12524- New Jalpaiguri Superfast train daily. (70)

Need to run Garib Rath Express on Delhi Sealdah/Howrah route.

(DISAPPROVAL OF POLICY)

THAT THE DEMAND UNDER THE HEAD MISCELLANEOUS EXPENDITURE (GENERAL) (PAGES 02.01.1-02.02.1) BE REDUCED BY RS. 100.

Need to conduct survey for Amta-Udaynarayanpur new railway line under South Eastern Railway. (78)

KUMARI MEHBOOBA MUFTI (Anantnag): I beg to move:

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to provide more stoppages to local trains on Banihal-Baramulla route. (72)

Need to expedite work on the Vaishni Devi Banihal rail route. (73)

Need to upgrade Anantnag, Badgaon and Baramulla stations as model stations. (74)

Need to increase frequency of trains from Badgaon to Baramulla. (75)

Need to lay new railway tracks from (i) Baramulla to Kupwara (ii) Baramulla to Uri (iii) Jammu to Rajaouri-Poonch (iv) Batote-Doda-Kishtwar and (v) Srinagar to Sonmarg *via* Gandarbal and Kargan. (76)

SHRI ADHIR RANJAN CHOWDHURY (Baharampur): I beg to move:

(DISAPPROVAL OF POLICY)

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RE. 1.

Failure to constitute a Railway Tariff Authority for determining the fare and freight charges based on a laid down criteria. (119)

Failure to create a Railway Safety Authority. (120)

Failure of the catering policy to set standard operating procedures on all the trains. (121)

Failure to formulate a definite policy on appointment of DRMs. (122)

(TOKEN)

THAT THE DEMAND UNDER THE HEAD RAILWAY BOARD (PAGES 01.01.1-01.02.1) BE REDUCED BY RS. 100.

Need to reduce the exorbitant hike of passenger and freight fares. (123)

Need to have consultations with the KVIC for improving the quality of polyvastra and pillow covers provided in Railways. (124)

Need to set up a Railway Logistics Corporation of India. (125)

Need to create new posts of Member (Signalling and Telecommunications), Member (Safety) and Member (Stores). (126)

Need for construction of Nashipur Azimganj (West Bengal) Railway bridge on priority basis. (127)

Need to enquire into the construction of the ROB at Burdhaman which is struck up due to faulty planning. (128)

Need to provide more funds for the on-going East West Metro, Kolkata. (129)

THAT THE DEMAND UNDER THE HEAD ASSETS-ACQUISITION, CONSTRUCTION AND REPLACEMENT (PAGES 16.01.1-16.02.3) BE REDUCED BY RS. 100.

Need to immediately complete the work of Railway overbridges at Berhampur, West Bengal 131-132. (130)

HON. SPEAKER: I shall now put all the cut motions, which have been treated as moved, together to the vote of the House. Does any hon. Member want any particular cut motion to be put to vote separately?

SOME HON. MEMBERS: All together.

HON. SPEAKER: Okay.

I shall now put all the cut motions to the vote of the House.

*The cut motions were put and negatived.*

HON. SPEAKER: I shall now put the Demands for Grants (Railways) for 2014-15 to the vote of the House.

The question is:

“That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 2015, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16.”

*The motion was adopted.*

**17.54 hrs**

APPROPRIATION (RAILWAYS) NO.3 BILL, 2014\*

[English]

HON. SPEAKER: Item No. 16, hon. Minister.

THE MINISTER OF RAILWAYS (SHRI D.V. SADANANDA GOWDA): I beg to move for leave to introduce a Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2014-15 for the purposes of Railways.

HON. SPEAKER: The question is:

“That leave be granted to introduce a Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2014-15 for the purposes of Railways.”

*The motion was adopted.*

SHRI D.V. SADANANDA GOWDA: I introduce\*\* the Bill.

SHRI MALLIKARJUN KHARGE (Gulbarga): Madam, you may at least now allow us to speak when the Bill is being taken up for consideration. We would like to explain because this is a Bill... (Interruptions)

HON. SPEAKER: Please listen to me. It is only an Appropriation Bill. What are you talking about? [Translation] This is not the way. You cannot make a request at your convenience.

...(Interruptions)

SHRI D.V. SADANANDA GOWDA: Madam, I beg to move:

“That the Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2014-15 for the purposes of Railways be taken into consideration.”

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\* Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 15.07.2014

\*\* Introduced with the recommendation of the President.

...(Interruptions)

HON. SPEAKER: The question is:

“That the Bill to authorize payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 2014-15 for the purposes of Railways be taken into consideration.”

*The motion was adopted.*

...(Interruptions)

HON. SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

...(Interruptions)

[Translation]

HON. SPEAKER: Rail Budget has been discussed for 15 hours. Please try to understand.

...(Interruptions)

[English]

HON. SPEAKER: The question is:

“That clauses 2 and 3 stand part of the Bill.”

*The motion was adopted.*

*Clauses 2 and 3 were added to the Bill.*

...(Interruptions)

[Translation]

HON. SPEAKER: This is not done. Nothing is left to discuss after 15 hours of discussion.

...(Interruptions)

[English]

HON. SPEAKER: The question is:

“That the Schedule stand part of the Bill.”

*The Schedule was added to the Bill.*

*Clause 1, the Enacting Formula and the Long Title were added to the Bill.*

...(Interruptions)

HON. SPEAKER: The Minister may now move that the Bill be passed.

...(Interruptions)

SHRI D.V. SADANANDA GOWDA: I beg to move:

“That the Bill be passed.” ... (Interruptions)

HON. SPEAKER: Motion moved:

“That the Bill be passed.”

...(Interruptions)

[Translation]

HON. SPEAKER: Saugata Roy Ji, do you have to speak on every matter? This is not the way.

...(Interruptions)

[English]

SHRI MALLIKARJUN KHARGE: There is no Standing Committee now.

HON. SPEAKER: I know.

SHRI MALLIKARJUN KHARGE: So, they cannot take any suggestion. We have accepted for suspension of the Rule. At least whatever Members want to speak, the Minister can respond so that at least they may know where they stand.... (Interruptions) The Minister has made a number of promises. He should at least clarify the exact amount given to Kerala and what he is going to do.... (Interruptions)

[Translation]

HON. SPEAKER: All of you are requested to take your seats first of all.

...(Interruptions)

[English]

SHRI MALLIKARJUN KHARGE: How many new trains he is going to give? He has explained about all the other States. Let him tell about Kerala also in one or two minutes.... (Interruptions)

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MANOJ SINHA): Madam Speaker, many Members have delivered their speeches on the Railway Budget in the House and 140 Members have laid their written speeches. The Railway Minister had requested the hon. Members of Kerala to go in his

chamber ...*(Interruptions)*... he will consider their points sympathetically ...*(Interruptions)*... So, once again he ...*(Interruptions)*

HON. SPEAKER: This is not done.

...*(Interruptions)*

[English]

MADAM SPEAKER: The question is:

"That the Bill be passed."

*The motion was adopted.*

[English]

HON. SPEAKER: The time of the House is extended till 'Zero Hour'.

**18.00 hrs**

SHRI RAM CHARITRA NISHAD (Machhlishahar): Madam Speaker, I thank you from the core of my heart for giving me an opportunity to speak ...*(Interruptions)*... Madam, I would through you like to submit it to the Government that in the Government of India, the Department of Fisheries is under the Ministry of Agriculture ...*(Interruptions)*... and it is a separate department in various states of India ...*(Interruptions)*... Its department and Ministries are quite separate. This Ministry is under the Ministry of Agriculture in the Government of India.

**18.01 hrs**

(DR. M. THAMBIDURAI *in the Chair*)

I through you, request the Government of India to separate this Ministry and make it a new ministry ...*(Interruptions)*

[English]

HON. CHAIRPERSON: I would request the hon. Members to go back to their places. If you want to have any discussion, you can have it outside the House but not here like this.

[Translation]

SHRI RAM CHARITRA NISHAD: Today, this fisherman community is more backward and poorer than any other community in India. The previous Government

did never pay attention towards the problems of this community since independence of the country till date. Hon. Chairman, Sir, I would like to tell about the previous Government that it had formed a new Ministry which is Minority Ministry. The population of Muslims in the country is 24 crore and the population of fishermen community is 22 crore. Today, I would like to ask from the previous Government the reasons for negligence of this community by SP-BSP Government of Uttar Pradesh and the Congress Government during the last ten years ...*(Interruptions)*

[English]

SHRI KODIKUNNIL SURESH (Mavelikkara): Sir, the living and working conditions of Indians employed in Iraq are harrowing after the outbreak of civil war in Iraq and thousands of Indians are affected. A majority of them are nurses from Kerala and they find it very difficult to survive. Indians in Iraq are leading a miserable life with no food, water and other basic facilities. The nurses had gone there for their livelihood after spending lakhs of rupees for paying huge amounts to agents for jobs and visas. Some of them have taken education loan also.

Thanks to the bold initiative of the Government, especially our Minister for External Affairs, Shrimati Sushma Swarajji. I thank her for taking a bold stand. However, many nurses are still waiting there for the mercy of the God. The Government should immediately make necessary arrangements for their safe return to Kerala. Since they do not have any other means of survival and livelihood as also they have lost everything that they had earned in Iraq, the Government should take action for their rehabilitation. This is the most important thing because hundreds of nurses came back from Iraq. They have lost everything. They took loans from banks. So, this is a very important issue which I have to raise for their rehabilitation. The Government should rehabilitate those nurses who have come back from Iraq.

[Translation]

DR. VIRENDRA KUMAR (Tikamgarh): Mr. Chairman, Sir, Government Maharaja PG College in Chhattarpur district of my Parliamentary Constituency Tikamgarh is run by Madhya Pradesh Government in which two year D. Pharma course was run from the year 2005-2006 to 2010-2011. In the year 2012-13, this

course was discontinued due to lack of permission. Pharmacy Council of India has given permission to this college for running the said course till the year 2014-15, but application is under consideration in All India Technical Education Council for re-cognition to run the course and the Management was called to Delhi on 2nd June, 2014. Starting this job oriented course in backward Bundelkhand region is imperative keeping the youth's interest in mind. It has come to our knowledge that this course has been de-recognized.

So, I request the Union Government to reconsider this matter and provide recognition to this course from All India Technical Education Council, New Delhi at the earliest.

*[English]*

SHRI BADRUDDIN AJMAL (Dhubri): Mr. Chairman, Sir, I am very thankful to you for permitting me to raise a matter of urgent public importance.

I wish to draw the attention of the House and the Government towards the present pathetic situation of BTAD area of Assam is once again witnessing massacre of innocent and poor people making the area tense. Two days back four businessmen were kidnapped and brutally killed in Baksa district of BTAD. The Bodo extremists have been targeting non-Bodos time and again killing hundreds of innocent non-Bodo people. In the year 1990, 25 Bengali Hindus were killed; in 1993, 50 Muslims, 10 others were killed; in 1994, 96 Muslims, 8 others and 9 Bodo people were killed; in the year 2006, 35 Hindu Assamese people were killed; in 2008, 51 Muslims, were killed; in the year 2012, 80 Muslims, 9 others and 24 Bodos were killed and in the year 2014, 52 Muslims have been killed. The State Government has totally failed to control the situation and have failed to take tough action against the culprits.

Under these wretched circumstances, the only hope left with us is the intervention of the Central Government in the matter. Therefore, I would like to request the hon. Home Minister through you to intervene in the matter and take stringent action against the guilty and ensure safety and security to Muslims and other non-Bodo people in the BTAD areas. I would also like to request that the illegal weapons from the BTAD areas may be recovered immediately and also impose President's rule.

*[Translation]*

SHRI JUGAL KISHORE (Jammu): Sir, I would like to draw the attention of the Government, through you, towards the point that there are still such people in Jammu and Kashmir who have been fighting for their rights for the last 67 years and who have not got permanent citizenship even today. Many refugees came from West Pakistan in 1947. They do not get any facility for education of their children and they have no rights to cast their votes in Legislative Assembly and Panchayat polls. Along with it, there are around 12 lakh refugees who came from Pak occupied Jammu and Kashmir in the year 1947 and who are fighting for their rights even today. They have not got the proprietorship right of the land till date which have been provided to them. When they had left their houses and property and come here from Pakistan, and when Pakistan had seized their land and ceasefire had been declared, the Government of Jammu and Kashmir had promised them to provide them land in lieu of the land they left there. But they have not been provided anything till date.

Sir, I request you to provide them proprietorial right of their land and constitute Refugee Development Board so that they can get their rights and their fight for getting rights could end.

SHRI AJAY MISHRA TENI (Kheri): Mr. Chairman, Sir, I would like to draw the attention of the Government through you towards my Parliamentary Constituency Lakhimpur Kheri where the then Minister of State of Railways had laid foundation for gauge conversion on 2nd February, 2013. The work was proposed to be completed in 2016, but it has not been started till now. The Government of India should pay attention towards it and the work of gauge conversion should be completed.

Traffic on Palia to Tikunai rail track on Lucknow-Mailani section gets disrupted due to flood and operation of trains remain suspended for three months. I urge that a new rail line from Palia to Lakhimpur Bichia via Nivasan, Dhakarwa should be laid. There are a number of railway crossings without barriers, which is a major cause of accidents ...*(Interruptions)*... Passenger Train No. 5258 UP operating from Mailani in Lakhimpur Kheri district to Gonda...*(Interruptions)*

[English]

HON. CHAIRPERSON: Hon. Member, during the 'Zero Hour' you have to raise only one issue.

[Translation]

DR. SWAMI SAKSHIJI MAHARAJ (Unnao): Hon. Chairperson, National Highway No. 25 from Kanpur to Lucknow passes through my Parliamentary Constituency. Foundation stone of an over bridge was laid long time ago in my Constituency, but construction work of that over bridge has not been completed as yet leading to ten hour long traffic jam there. The entire road from Kanpur to Lucknow is in a dilapidated state and it is very difficult to travel on that road. Besides, a toll booth has been installed at Nawabganj in my Parliamentary Constituency to collect toll tax. What is the rationale behind charging toll tax when condition of road is in poor state leading to 10 hour long traffic jam. Apart from this, employees of toll booth plaza misbehave with people. People of more than three dozen districts commute on that road. Through you, I urge upon the Government that highway from Kanpur to Lucknow should be repaired and construction of bridge should be completed immediately and toll collection at Nawabganj toll booth should be stopped until the entire road is repaired completely.

SHRI RAHUL RAMESH SHEWALE (Mumbai South Central): Hon. Chairperson, through you, I would like to draw the attention of the Ministry of Defence. I am elected from Mumbai South Central Constituency. Brihanmumbai Municipal Corporation (BMC) has taken up the task to complete widening of V.N. East Road. But the said work has been stalled as the Ministry of Defence has not handed over the land for the purpose. Accidents take place there quite often and people lose their life as the road is narrow there. I urge upon the Ministry of Defence that the issue of bottleneck is likely to be resolved once the Ministry hand over the land to the BMC. The Brihanmumbai Municipal Corporation (BMC) has sanctioned four crore rupees for the said work. If the Ministry of Defence accorded permission, then widening of road is likely to be completed at the earliest.

[English]

SHRI NAGENDRA KUMAR PRADHAN (Sambalpur): Mr. Chairman Sir, I want to draw the kind attention of the Minister for Water Resources to a serious concern. Sir,

you know that Hirakud Dam is situated in Odisha, and particularly in my constituency, Sambalpur. This is the longest dam in the world. Its construction started in the First Five Year Plan and completed in the Second Five Year Plan.

Now the concern is, there is a crack in the concrete structure of that building. The Odisha Government has located the problem and has written to the Ministry of Water Resources of the Government of India. A scientific team of the Department of Water Resources reached Bhubaneswar and discussed the matter with our State Government but no concrete decision has been taken as a result of which, I apprehend, that any type of danger may occur in respect of that dam. The rainy season is on. Huge quantity of water will be pouring into the dam. I do not know whether the dam will exist or not. There may be some kind of danger to the dam.

Sir, through you, I request the Ministry of Water Resources to look into the matter immediately.

HON. CHAIRPERSON: Shri Hansraj Ahir – not present.

[Translation]

SHRIMATI JAYSHEEBEN PATEL (Mehsana): Hon. Chairperson, the Government of Gujarat had taken part in educational programmes on an experimental basis under the advise and guidance of Department of Space, Government of India. Big investments have been made for this purpose in Gujarat. During the implementation of these programmes, the Government expected that these experiments be associated with the outcome as the targets of comprehensive training, capacity building and empowerment in the field of education may be achieved through these programmes. Therefore, the Government intended to continue it. In this regard, the then Chief Minister of Gujarat had approached hon. Prime Minister to facilitate the telecasting of educational programmes on DTH. The Government of Gujarat has set up infrastructure in this regard. These programmes were pending for the last two years for clearance from the Central Government. Permission in this regard has not been received from the Ministry of Information and Broadcasting and the Department of Space.

Hence, I request the Government to resolve this issue expeditiously so that space technology reaches



each nook and corner of the State, inclusive growth gets strength and people get employment.

SHRI KRUPAL BALAJI TUMANE (Ramtek): Hon. Chairperson Sir, during the year 2013-14 the minimum support price of paddy and cotton was Rs. 1310/- and Rs. 4000/- respectively. Farmers expected that the MSP to be announced by the Government for this year *i.e.* 2014-15 would entail an increase of 50 per cent and farmers would get benefit in the expense incurred by them on agriculture. Everybody was expecting a thing like this, but I think an increase of only Rs. 50/- will not benefit a farmer.

Therefore, I request the Government to ensure 50 per cent benefit for farmers including the expenses incurred by them on crops including paddy and cotton and increase MSP for farmers as per their demand so that farmers earn their livelihood comfortably and are not forced to commit suicide.

SHRI RAVINDRA KUMAR RAY (Kodarma): Hon. Chairperson, I through you, would like to draw the attention of the Government towards the fact that mica is available in plenty in Giridih and Kodarma districts of mu Parliamentary Constituency Kodarma. Due to this mineral, Kodarma and Giridih used to be a big centre in world market. As on date that industry is completely ruined due to wrong policies of the Government. Now, small pieces of mica are coming out on the surface and labourers glean them as 'dhibra' and it is traded. But due to non-formulation of law for the business of mica as 'dhibra' and since the matter comes under the purview of the Central Government, today thousands of labourers are unemployed. The businessmen associated with this trade are in the grip of administrative officers, and they are being exploited by the officers. Therefore, it is my request that rules and policies be formulated to regulate the trade of dhibra and instruction should be issued to the geological department to conduct a survey afresh to revive the mica industry.

HON. CHAIRPERSON: Shri Kaushalendra Kumar. Not present.

SHRI VINOD KUMAR SONKAR (Kaushambi): Hon. Chairperson, through you, I would like to draw the attention of the Ministries of Home Affairs and Environment, Forest and Climate change. I have been

elected from Kaushambi Constituency. There is a place Pabhosa located on the bank of Yamuna river. It is the birth place of the sixth Jain Tirthankar Padmaprabhu. There are two small hills. The only hill between Ganga-Yamuna doab is Pabhosa, spread over about 52 bighas. The mining mafia managed to get its sale deed registered in their name. Since it is a public property, the said sale deed was cancelled but the District Collector of Kaushambi has put it in abeyance under the pressure of mining mafia. This matter is pending in the Revenue Court, but the illegal mining is going on in connivance with district administration due to which existence of Pabhosa Hill and historic temple on the hill is in danger. Pabhosa hill has become hollow upto 10 meters towards the Yamuna river.

Illegal mining at Mahoba Ghat, Nanda Ka Purva, Derawal, Tilapur, Mahila Ghat, Madi Ka Purva, etc. ghats in Yamuna river is going on in violation of Allahabad High Court orders, which poses serious threat to environment. Thousands of fishermen residing along the Yamuna river has been rendered unemployed and these people are protesting against the illegal mining mafia by forming the organization 'Lal Sena'. If activities of mining mafia are not stopped timely then 'Lal Sena' may become naxalists. Through you, I would like to submit that the illegal mining is going on in connivance with the Government of Uttar Pradesh, which not only poses a threat to environment, but is leading to law and other problem also.

SHRI RAVINDRA KUMAR PANDEY (Giridih): Hon. Chairperson, through you, I would like to submit that Bharat Coking Coal Limited (BCCL) is a unit of Coal India. R.K. Mining Company in Area Number 4 under BCCL is carrying out work through outsourcing. Local residents and displaced youth are rendered jobless by the company. False cases are being framed against these people and are being subjected to police atrocities. Similarly, Madhukone Company is also undertaking outsourcing in Phularitan. But both these contractors are openly violating the rules and they have indulged in heavy blasting, over reporting, non-spraying of water and in case the local residents protest, they file cases against them and threaten them with dire consequences, I have raised the matter and talked to the General Manager in this regard and also filed complaints but no action has been taken as on date.

Through you, I urge upon the Government of India to issue instructions to CMD, Bharat Coking Coal Limited to take action immediately.

Sir, Hon. Minister is present in the House, will he give any statement in the House in this regard?

*[English]*

HON. CHAIRPERSON: This is the 'Zero Hour.'. The Minister will not reply now.

Shri M.K. Raghavan.

*...(Interruptions)*

SHRI M.K. RAGHAVAN (Kozhikode): Sir, the country needs to debate why the Indian Nurses are going abroad when their services are required in the country. Recently, we know that the Government of India did a commendable job along with the Government of Kerala to bring back safely the Indian Nurses stranded in the war-torn Iraq.

Most of the Nursing professionals are migrants, especially from Kerala. So, what makes things worse is the low pay or the killing hours which they experience. They are given very low salaries. Even the most professional private sector hospitals give Rs. 6000 while in the middle-sized hospitals the pay packet is just around Rs. 3,000 to Rs. 4,000.

In many hospitals, during duty hours, there are no rooms for them to rest. And even paying for overtime is an alien concept. The nurse-patient ratio in India is a poor 1:30.

The country needs to adopt a policy measure to be initiated by the Government to improve the status of the nursing community which has not really been implemented.

According to the 2010 World Health Organisation Report, job insecurity for contractual staff, low pay and lack of a conducive working environment are just some of the key unresolved issues related to nurse retention in India.

There is no longer any scope for India to lose any more of its nursing professionals to an exploitative work environment. And, for this, change is the only way out.

Therefore, I urge upon the Government of India to constitute a Commission to study the problem and bring

out a special proposal for the services and protection of the Nursing Community.

SHRI VINCENT H. PALA (Shillong): Sir, I thank you for giving me this opportunity to raise an important issue.

Sir, through you, I would like to draw the kind attention of the Central Government to the road condition in my constituency. In the National Highway 44, the condition of the road is such that the loaded vehicle will overturn in the National Highway. The work has been sanctioned and allotted to a contractor whereas the contractor has not started the work. So, I would request the Government to take steps in this regard. Either the work should be cancelled or to blacklist the contractor or to re-allot it to some other contractor so that the work can be started because this is the lifeline of the Barak Valley and of Meghalaya. It is a very important road.

HON. CHAIRPERSON: Generally, as you know, we ballot notices for the Zero Hour. Now, many Members have made a request to say something. If we allow this, there won't be any sanctity for the balloting system. Therefore, only if there is any urgency, that too if there is only one or two requests, I would allow. But 15 hon. Members have requested. How can I accommodate them? If you cooperate, I can give just one minute to each hon. Member. More than one minute, I cannot allow. Only you cooperate, I can allow the hon. Members to speak for just one minute only. In future, we can accommodate one or two requests but 15 hon. Members make a request, it is difficult to accommodate.

*...(Interruptions)*

HON. CHAIRPERSON: Hon. Member, you are allowed to say what you want in just one minute.

*[Translation]*

SHRI BIDYUT BARAN MAHATO (Jamshedpur): Hon. Chairperson, dialysis of about 99 labourers have been discontinued in Adityapur Industrial Area. Due to the absence of dialysis facility there, their treatment is done in private hospitals. An amount of Rs. 1 crore, 25 lakh of private hospital is outstanding. I request hon. Minister of labour to clear the dues so that these labourers hovering between life and death could survive.

SHRIMATI JYOTI DHURVE (Betul): Hon. Chairperson, I, through you, would like to draw the

attention of the Government towards the irregularities committed in petroleum corporation. B grade pumps were allocated under reserved category in the year 1980 and 1989 but the said pumps are now being neglected by the corporation company...*(Interruptions)*

[English]

HON. CHAIRPERSON: Don't read. Just tell what you wanted to say. You are allowed to say within one minute.

[Translation]

SHRIMATI JYOTI DHURVE: Hon. Chairperson, they benefitted the petroleum company for the last thirty years, but through you, I like to draw the attentional burden they have to bear now and request that these B grade pumps should also be treated as normal pumps and brought into profit by paying special attention to them.

SHRI ASHWINI KUMAR CHOUBEY (Buxar): Hon. Chairperson, lives of lakhs of farmers have been endangered as sufficient water is not released from Indrapuri Dam. The farmers of Shahabad today are forced to beg. I request the Government to ensure the supply of allocated water to Bihar under Bandh Sagar agreement on priority basis so that the crops of this area may be saved. Along with this, I also want to say that the work related to pending project of Kadmal dam be started without any delay so that the entire Shahabad including Buxar of Bihar may be benefited.

[English]

HON. CHAIRPERSON: Don't read.

...*(Interruptions)*

HON. CHAIRPERSON: You are allowed to say within one minute. More than that would not go on record.

[Translation]

SHRI RAM KRIPAL YADAV (Pataliputra): Hon. Chairperson, I, through you, would like to draw the attention of hon. Minister of Health towards a very important issue. In the year 2002, when hon. Atal Bihari Vajpayee was the Prime Minister, 6 trauma centres were sanctioned in India out of which a trauma centre has been set up in Bikram Legislative Assembly Constituency

of my Parliamentary Constituency, Pataliputra. It was constructed at a cost of Rs. 11 crore. It was modernized, modern equipments were set up but it has not become operational which is causing a lot of difficulty. It is located on N.H. 30. Accidents occur everyday on this N.H. I request Government to take necessary action at the earliest to make it operational.

SHRI DADDAN MISHRA (Shrawasti): Hon. Chairperson, I would like to draw attention towards the land erosion at Kundli ghat bridge in Balrampur district. It is a very famous bridge. This bridge had started functioning in April just before this Lok Sabha polls. The then Chief Minister Shri Kalyan Singhji had approved it. Rapti river diverted its route and the bridge got eroded due to negligence of engineers. The locals of this area here demanded to open this bridge. After constructing about twenty bridges, this bridge was finally started. Protection work was not done there and therefore it got eroded in the very first rainfall. When I went to my Constituency on Sunday, I asked the engineers working there the reasons for not doing protection work on time...*(Interruptions)*

HON. CHAIRPERSON: Shri Kaushal Kishore.

SHRI KAUSHAL KISHORE (Mohanlalganj): Hon. Chairperson, Sir, I would like to draw your attention towards Mohanlalganj, Malihabad, Kakori, Gosaiganj and Sarojini Nagar blocks of Lucknow district. Electricity was provided there for 24 hours by block cooperative society. Here people pay electricity bill but electricity is provided only for eight or ten hours while it is the rule of Power Regulatory Commission that if electricity is not provided as per rule, the concerned authority will have to pay money to the consumers at the rate of 50 rupees per hour. Uttar Pradesh cooperative society does not agree with this. I would like to say that these development blocks should be provided 24 hour power supply.

DR. RAMSHANKAR KATHERIA (Agra): Hon. Chairperson, through you, I would like to draw the attention of the Government towards the severe drinking water crisis in Agra. Here the ground water is completely saline. The quantum of fluoride in water is 2000 to 5000 ppm. The water of this area is not drinkable at all. There is no water in Yamuna. The people of Agra are facing the problem of drinking water. I request the Government to

take concrete step to resolve the crisis of drinking water in Agra.

SHRI HARINARAYAN RAJBHAR (Ghosi): Hon. Chairperson, safety embankment was constructed in Mau district under my Parliamentary Constituency in 1980 with a view to save the town from flood of Tamsa river. This embankment begins from Dhekulia Ghat to Bhadesra Mohalla, about 4 kilometers away. The Municipal Council, Mau illegally constructed slaughter house on the bank of river Tamsa on this embankment during the last five years. Slaughter houses are never constructed along rivers, The Puranic river Tamsa of our district joins the holy river Ganga in Balia district. In this slaughter house, thousands of buffaloes are slaughtered daily and their meat is sent to other States and countries without license in collusion with Municipal Council and district administration.

SHRI NARANBHAI BHIKHABH KACHHADIA (Amreli): Hon. Chairperson, today's issue is associated with the security of the country. Pipavav defence and offshore engineering is located in Pipavav Shipyard Limited in Rajula Tehsil of my Parliamentary Constituency Amreli. Some Chinese people came in this company in September 2012 on tourist visas for business purpose. Complete data analysis, photography and video shooting was done on coastal areas for eight days in collaboration with this company. I do not understand what was their nature of business. It seems suspicious to do business on tourist visa and it is illegal too. When the local police and people came to know about this, the police arrested two of the 16 people and FIR was registered in this regard under column 14 and Peta column B and C of the Foreign Act 1947. I do not understand why the remaining 14 people were not arrested, why FIR was not registered against them and why their passports were not seized as per rule. This case is doubtful. What type of settlement was done between local police and employees and officers of the company that the two Chinese were released.

SHRI VISHNU DAYAL RAM (Palamu): Hon. Chairman, Sir, the situation of drought has occurred in Palamu and Garhwa districts in the State of Jharkhand due to heavy shortfall of rains. I hail from Palamu Parliamentary Constituency. I would like to tell you that only 105mm rains have fallen in place of 496.4mm rain in

the month of June and July. Farming of paddy, corn, pulses and farmers has become pitiable. Through you, I would like to draw the attention of the Government and request that every effort should be made for ridding the farmers of the problems of farming and drought.

*[English]*

SHRI P. KUMAR (Tiruchirappalli): Hon. Chairperson, Tamil Nadu is one of the frontline States of India in the field of social security and social assistance programmes. Social security pensions are provided to deprived classes under eight schemes in Tamil Nadu. Under these schemes, there are 35.64 lakh beneficiaries. This figure includes 12.37 lakh persons covered under the three Government of India supported pension schemes. In view of the ever increasing food inflation, monthly pension was raised from Rs. 500 to Rs. 1000 in May, 2011. Monetary support provided by the Government of India is only up to Rs. 200 to Rs. 500 per beneficiary per month in three out of the eight categories. The total financial commitment to Tamil Nadu Government for a year is Rs. 4,491 crore whereas the Government of India contributes only around Rs. 600 crore a year. With its limited resources, the Tamil Nadu Chief Minister, hon. Amma is doing her best to provide social security to all the needy citizens. This monetary support to the disadvantaged sections of the society cannot be compromised at any cost. Therefore, I appeal to the Centre to remove the ceiling on the number of beneficiaries under the Centrally funded schemes and also cover more categories of pensioners as is done by the Government of Tamil Nadu.

I also urge upon the Centre to enhance the Central Government pension amount to Rs. 1000 per month.

SHRI M. MURLI MOHAN (Rajahmundry): Respected Chairperson, thank you very much for giving me an opportunity to speak on the subject. While bifurcating the united Andhra Pradesh State, the earlier UPA Government assured the House of the People that a category of Special Status to the residual State of Andhra Pradesh will be given for a period of 10 years. I would request the Central Government, through you, the period of Special Status category may be extended to 15 years, instead of 10 years, keeping in view the financial crunch being faced by Andhra Pradesh Government. I would like

to know from the Central Government as to why such permission is delayed in according a category of Special Status. Due to bifurcation, the State Government of Andhra Pradesh has lost majority of the revenue.

In this context, I understand that the present Government of Andhra Pradesh has requested the Central Government for a grant of Rs. 8,600 crore as an additional Central Assistance in order to meet finance and critical developmental projects. I also understand that the Government of Andhra Pradesh has sought the Central Government to sanction industrial incentives and concessions.

HON. CHAIRPERSON: Tomorrow, on the discussion on General Budget, you can speak all this. Shri K. Ashok Kumar.

SHRI K. ASHOK KUMAR (Krishnagiri): Thank you, Chairman, Sir. Before starting my maiden speech, I would like to express my sincere thanks and gratitude to our Tamil Nadu hon'ble Chief Minister, revolutionary leader, Puratchi Thalaivi, Amma and my constituency people to elect me as a Member of Parliament from Krishnagiri, Tamil Nadu.

Sir, I would like to request for setting up of a Kendriya Vidyalaya either in Krishnagiri or Hosur. Krishnagiri is a backward district and it is a junction city for three States, that is, Andhra Pradesh in north side, Karnataka in west side of Krishnagiri. It is a thickly populated district and the people of district speaks

Telugu, Kannada apart from the regional language of Tamil. A lot of serving military personnel are leaving back their families there and around 5400 ex- servicemen and around 3695 widows of ex-servicemen are living there with their family. Many Central Government offices are also functioning there.

Hosur is the second biggest city and fast growing industrial city in my Parliamentary constituency. It is the border city of Andhra Pradesh and Karnataka. It is a mosaic of different cultures and languages. Most of the people speak three languages, Tamil, Telugu and Kannada. Many Central Government Departments like Central Excise and Customs, Income Tax Department, Central Sericultural Germplasm Resources Centre, Railway Department, and other offices are functioning there. Many State Government Departments like Sericulture Training Institute, State Livestock research Farm, Institute of Vector Control and Zoonoses of the Department of Public Health and Preventive Medicine are functioning there. So, we want a Kendriya Vidyalaya in my constituency. Please help me, Sir.

HON. CHAIRPERSON: The House stands adjourned to meet tomorrow, the 16th July, 2014 at 11 a.m.

**18.39 hrs**

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, July 16, 2014 / Ashadha 25, 1936 (Saka).*

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