

LOK SABHA DEBATES

(English Version)

Tenth Session
(Fourteenth Lok Sabha)



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LOK SABHA DEBATES

LOK SABHA

Thursday, March 8, 2007/Phalgun 17, 1928 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

REFERENCE BY THE SPEAKER

Observance of International Women's Day

...(Interruptions)

[English]

MR. SPEAKER: Whoever disturbs will be proved to be anti-women. Please sit down.

...(Interruptions)

MR. SPEAKER: Hon. Members, today is the International Women's Day, which is observed to endow the women with the sense of honour, dignity and self-respect.

On behalf of this august House and on my own behalf, I wish to congratulate the women of India and of the world for the achievements made by women in various fields over the years. They deserve our admiration and support for their persistent and constructive commitment to achieve equality in all spheres of society.

On this solemn day, we should reaffirm our commitment to improve the condition of women, specially those who are in vulnerable position and empower them to take their rightful place in the society.

The women of India, in spite of several disadvantages, domestic and in the workplace, have achieved milestones in terms of education, health, freedom of choice, liberty and equality in law. We feel proud that our women are today ready to assert their right to life with dignity and self-respect.

On this occasion, we salute the women of our country for their indomitable spirit and ensure support of the entire House to them for achieving their rights and entitlements

and to the struggle they are carrying on for eradicating the social evils afflicting them and the nation.

The women are the embodiment of compassion and selflessness and possess indomitable spirit in fighting against exploitation and deprivation and to lead a life of dignity and achievement with adequate participation in our nation-building activities including larger presence in the representative institutions and elected bodies. We recall with pride the great contribution made by the women in rural areas in running successfully our Panchayats and self-governing institutions.

Let us reaffirm our commitment for their complete empowerment to ensure the realization of the goal of the democratic and progressive society where all citizens will be treated with equal respect and authority.

Thank you very much. I am sure, all of you will join me.

...(Interruptions)

SHRI KINJARAPU YERRANNAIDU (Srikakulam): On this solemn occasion, on behalf of the House, I demand that the Women's Reservation Bill be brought in this House without any delay. *...(Interruptions)*

MR. SPEAKER: I have already said that those who will disturb will be recognized; they will prove to be anti-women.

I will call some hon. Members today.

...(Interruptions)

MR. SPEAKER: Please take your seats. Do not dilute its importance.

...(Interruptions)

MR. SPEAKER: I thought you are a male.

...(Interruptions)

MR. SPEAKER: I will go one by one.

...(Interruptions)

MR. SPEAKER: You give nomination to a woman member first and then you shout.

...(Interruptions)

MR. SPEAKER: Shrimati Sumitra Mahajan.

...(Interruptions)

MR. SPEAKER: Although this is Question Hour, yet because of the importance of the day, I have made my reference quite elaborately on behalf of all of you. Kindly cooperate with me. Let us behave in a dignified manner today.

11.05 hrs.

SUBMISSION BY MEMBERS

Re: International Women's Day

[Translation]

SHRIMATI SUMITRA MAHAJAN (Indore): Mr. Speaker, Sir, today is International women's Day and I congratulate all of you on this occasion. But while congratulating I would also like to point out that only lip service is paid to the concept of betterment of women's lot. A few programmes are held and a few issues relating to women are discussed and put a full stop to all these programmes. The cycle of violence against women, fall in female population goes on unchecked. This should not happen.

[English]

MR. SPEAKER: This is not a debate. This is only a reference.

[Translation]

SHRIMATI SUMITRA MAHAJAN: Sir, I have also raised the issue of gendering budget time and again. Women Empowerment Year had been celebrated during the regime of the NDA Government. Awards for women were instituted. We had instituted awards for grass root workers, aanganwadi functionaries who looked after children. The most important question before us today is passing Women's Reservation Bill. UPA Government has also frequently talked about passing Women's Reservation Bill. Hence, I would like to lay stress that this issue should not be brushed under the carpet after paying lip service to it after celebrating Women's Day. Women's Reservation Bill should be presented in Lok Sabha to

ensure true empowerment of women. Those who favour the Bill and those who oppose it would come to the fore then. This is my request.

SHRIMATI KRISHNA TIRATH (Karol Bagh): Mr. Speaker, Sir, today is a very important day. The whole country is engaged in a debate on women empowerment today. My sister in the opposition Smt. Sumitra Mahajan has rightly pointed out that women are moving forward in all the fields. Be it education, sports, conquering the Himalayan summit or walking on the Moon, women are reaching everywhere.

Sir, the topic of women's reservation is being raised again and again. I would like to propose that the hon. Members present today should pass the women's reservation bill. I would like those in favour of the Bill to raise their hands and disclose their wishes. I think all the hon. Members here wish to get this Bill passed.

Mr. Speaker, Sir, our Constitution has given equal rights to women. When the Constitution accords us equal status and we are ahead in every field then why should we have to beg 33 percent reservation to women in legislative assemblies and both Houses of Parliament. I would like to request all the hon. Members, through you, that women should be given reservation by passing Women's Reservation Bill on the occasion of International Women's Day.

[English]

SHRIMATI P. SATHEEDEVI (Badagara): Thank you, Sir. We, in India, are completing the 60th anniversary of our Independence. Now, the status of women in India is very poor. ...(Interruptions)

MR. SPEAKER: I will ask the Members to go out if you interrupt the proceedings.

[Translation]

This is not a place for cracking jokes.

[English]

SHRIMATI P. SATHEEDEVI: Sir, we are completing the 60th anniversary of our Independence. We have been ruled for the last six decades with the Constitution which provides equality of rights as fundamental rights. Now, the reality that is prevailing in the country is that there is a major deprivation of the fundamental rights to a major section of women in the country. The participation of women in the decision making bodies and legislative bodies are very meagre. The number of women representatives has come down from 48 to 44 in the present Lok Sabha. ...(Interruptions)

MR. SPEAKER: Please be brief. This is not an elaborate debate.

SHRIMATI P. SATHEEDEVI: Though the UPA Government in its Common Minimum Programme has given an assurance for one-third reservation for women in the Legislative bodies, they have not dared to introduce the Women's Reservation Bill.

MR. SPEAKER: Please conclude. This is not a debate.

Now, Shrimati Archana Nayak - not present.

Madam, please conclude now. This is not a debate. Thank you very much.

SHRIMATI P. SATHEEDEVI: Sir, in the last Assembly elections, in many of the States, a very low participation of women was given. Hence, I urge upon the Union Government to introduce the Women's Reservation Bill and let the country know who are against the women in this country. Thank you, Sir.

MR. SPEAKER: Please do not convert it into a debate, and do not dilute its importance.

Now, Shrimati Bhavani Rajenthiran.

SHRIMATI M.S.K. BHAVANI RAJENTHIRAN (Ramanathapuram): Hon. Speaker, Sir, firstly, I would seek your permission to speak from this seat.

MR. SPEAKER: Okay; today you are allowed.

SHRIMATI M.S.K. BHAVANI RAJENTHIRAN: Today is the special day for women.

MR. SPEAKER: You can come further.

...(Interruptions)

SHRIMATI M.S.K. BHAVANI RAJENTHIRAN: Thank you very much. You respect all the women in the country.

MR. SPEAKER: I want you to come forward also; also in your party.

SHRIMATI M.S.K. BHAVANI RAJENTHIRAN: Thank you very much, Sir. First of all, on behalf of all the women Members, I convey my heartfelt thanks to all the brothers in the august House. Our respected leader, Dr.

Kalaingar, throughout had been fighting for the freedom of women, and he had conducted a women's rally to urge upon the Government to bring forward the Women's Reservation Bill.

Three years have already passed. The UPA Government is working for the poor people, specially for upliftment of women. Now, only two years are remaining. Therefore, I would urge upon the Union Government to bring the Women's Reservation Bill because nowadays women are playing the key role in all the fields. So, in order to respect the women, the UPA Government should bring forward the Women's Reservation Bill. Our great leader Thandai Periyar even in 1929 fought for women.

Therefore, in order to respect all the leaders who speak for women, the UPA Government, which is fighting for the freedom of women, should bring the Women's Reservation Bill as early as possible. Thank you.

MR. SPEAKER: Shrimati Kiran Maheshwari—not present.

[Translation]

SHRIMATI RANJEET RANJAN (Saharsa): Firstly, I would like to express my gratitude towards the hon. Speaker who has shown respect towards women by giving women MPs the opportunity to speak. I would like to request my male colleagues to maintain decorum in the House since we have been given only one day to speak. ... (Interruptions)

MR. SPEAKER: You are absolutely right in saying so.

[English]

You are right.

SHRI KINJARAPU YERRANNAIDU (Srikakulam): Sir, please allow one Member from each party. I have also given a notice in this regard. We have also to support this Women's Reservation Bill. ... (Interruptions)

MR. SPEAKER: Silence please. We have to go to the Question Hour immediately.

[Translation]

SHRIMATI RANJEET RANJAN: Today is a very important day for women. I would like to say that if this

House wishes to inspire women to move forward then the first step in this direction would be to present in the House the Women's Reservations bill which is still in cold storage.

Secondly, I would like to say that we women should make two resolutions for their self empowerment that we would respect each other and we would neither commit foeticide nor let anyone else do that.

Thirdly, we would not remain dependent on men for our personal security and income but would become independent and would work towards ensuring our personal and financial security. We should take inspiration from women such as Kalpana Chawla and Sania Mirza. Apart from them, there are many other such women who have not come to the notice of the media. They inspire women in villages by staying near them and I salute those women. With this, I conclude.

[English]

MR. SPEAKER: I join you.

Now, Shrimati Kiran Maheshwari. I called your name earlier, but you were not present. As an exception, I am allowing you.

[Translation]

SHRIMATI KIRAN MAHESHWARI (Udaipur): Mr. Speaker, Sir, as a woman MP. first of all I would like to express my gratitude to you for allowing me to speak on the occasion of International Women's Day. I would like to draw the attention of the House towards the 74th Amendment which enabled women to get 33 percent reservation in Panchayati Raj Institutions and municipalities and as a result of which they are working as public representatives in those areas. ...*(Interruptions)*

[English]

MR. SPEAKER: Kiranji, you address the Chair.

[Translation]

SHRIMATI KIRAN MAHESHWARI: I would like to draw the attention of all the MPs present here towards the fact that provision of reservation under the 74th Amendment gave many women a chance to participate in governance. They won the faith of the people by their effective functioning and created an identity for themselves

in the society. This made the people realize that if women were allowed to participate in governance they too would be able to play a defining role. They would encourage clean politics and do good work also. I would like to take this further. I would like to make an appeal today on the International Women's Day that provision of 33 percent reservation should be applicable to legislative assemblies and Lok Sabha as well for which a Bill should be presented here. The UPA formed the Government three years ago. People expect during every session that the Women's Reservation Bill would be presented and discussed in the House. But it is unfortunate that despite the fact that UPA has completed three years in power, that Sonia Gandhiji the Chairperson of UPA is a woman and also president of the Congress party. ...*(Interruptions)*

MR. SPEAKER: Your turn is over (English) Do not repeat. Do not make it controversial today. I have given you the opportunity.

Now, Shrimati Sujatha.

[Translation]

SHRIMATI KIRAN MAHESHWARI: Despite being a woman she did not have the sensitivity to ensure that Women's Reservation Bill is brought in the House. ...*(Interruptions)*

[English]

MR. SPEAKER: You have made your point.

[Translation]

SHRIMATI KIRAN MAHESHWARI: ...which should be then discussed comprehensively. Hence, I would like to request the House, through you, that the women's Reservation Bill which would empower the women and would ensure participation by women. ...*(Interruptions)*

[English]

MR. SPEAKER: Nothing more will be recorded. Only the speech of Shrimati Sujatha will go on record.

...*(Interruptions)**

MR. SPEAKER: Shrimati Sujatha, you start your speech.

...*(Interruptions)*

*Not recorded.

MR. SPEAKER: Do not misuse. I gave you an opportunity. Do not repeat.*

[*Translation*]

I have given you full opportunity. You should learn from Sumitraji how to speak.

[*English*]

She is also a woman. It is very unfair.

...(*Interruptions*)

MR. SPEAKER: It is very unfair.

[*Translation*]

I have given you opportunity, I have given it to everyone.

[*English*]

I am very sorry.

Nothing is being recorded. Nothing will be recorded.

...(*Interruptions*)*

MR. SPEAKER: Shrimati Sujatha, you mention it in one minute. It is not an occasion for a debate.

[*Translation*]

SHRIMATI C.S. SUJATHA (Mavelikara): Mr. Speaker, Sir, the Women's Reservation Bill was not brought in the House during the previous session despite the promises made by the UPA Government. This is a breach of trust. Mr. Speaker Sir, today is International Women's Day and on this occasion I demand that the Government fulfil its commitment towards presenting Women's Reservation Bill and that the Bill be brought during the current Parliament session.

MR. SPEAKER: Women should participate more.

[*English*]

SHRIMATI ARCHANA NAYAK (Kendrapara): Sir, today we are observing the International Women's Day. No doubt that women in India have very ably showed their presence in various walks of life. Women represent half

*Not recorded.

of the population of our country. Hence the need of the hour is to give them enough representation in the highest political decision making forums like Parliament and State Legislative Assemblies. ...(*Interruptions*)

MR. SPEAKER: I am very, very unhappy today. It is an important occasion. Let it not be lip-service to women's cause.

Yes, you go on please.

SHRIMATI ARCHANA NAYAK: In this context, I would like to draw the attention of the House to the need for 33 per cent reservation of seats for women in Parliament. Even after 60 years of Independence, adequate representation of women in Indian Parliament is still a dream. The House may be aware that 10 years ago, the Deve Gowda Government brought a Bill seeking 33 per cent reservation of seats for women in Parliament.

SHRI N.N. KRISHNADAS (Palghat): Sir, the Government should respond.

MR. SPEAKER: You will serve the cause by keeping quiet.

SHRIMATI ARCHANA NAYAK: Later a Joint Parliamentary Committee was formed and a consensus Bill was emerged from there. The Bill was there even during the Gujral Government.

The Vajpayee Government introduced it in the Lok Sabha during 1998 for the second time.

MR. SPEAKER: You please be brief. All right, you want the Bill to be taken up.

SHRIMATI ARCHANA NAYAK: After the dissolution of Lok Sabha, it was again introduced in the Lok Sabha in 1999. However, it was painful to note that the Bill is still pending before the House.

MR. SPEAKER: Now, I find that I made a mistake.

SHRIMATI ARCHANA NAYAK: The present Lok Sabha has only eight per cent representation of women. During 2004-06, the average representation of women in the State Legislative Assemblies is just 6.5 per cent.

MR. SPEAKER: Shrimati Sushila Kerketta.

You may lay it on the Table.

SHRIMATI ARCHANA NAYAK: Therefore, it is evident that till a constitutional mandate is emerged in Parliament, the democratic right of women will continue to suffer.

MR. SPEAKER: Please take your seat. It is a 3-page statement that you have prepared. Lay it on the Table please.

SHRIMATI ARCHANA NAYAK: Therefore, I urge upon the Government to bring a Bill seeking one-third reservation of seats for women in Parliament and in State Legislative Assemblies and get the same passed during the current Session itself.

[Translation]

SHRIMATI SUSHILA KERKETTA (Khunti): Mr. Speaker, Sir on the occasion of National Women's Empowerment Day, first of all I would like to thank you for congratulating us. I also thank all the Members for the good wishes they have expressed. Today, women are not lagging behind in any field. They have a strong presence in all the fields, be it education or health. Now, women are in Defence services also. We should all encourage them. It is a matter for celebration on Women's Empowerment Day that a certain percentage of funds in all public schemes are earmarked for women. But, it is also a matter of regret that implementation of the schemes meant for women are not done faithfully by various departments. This should be examined.

I would also like to say something about the women in Jharkhand. Both the literate and the illiterate women from the state are moving to metro politan cities like Kolkata, Delhi or Mumbai in search of employment. Their situation is extremely pitiable. I would like to request that a special programme should be started for them in Delhi and other cities so that they are able to find work and earn a livelihood.

I would also like to say something about Women's Reservation Bill. The late Rajiv Gandhiji provided reservation for us. We are working as elected representatives in Panchayats and we are showing good results. Even so, we have not been given reservation in politics. We have not been given reservation in Vidhan Sabha and Lok Sabha. Every day, I feel that these MPs who are our brethren and our representatives, are going to pass the Bill. I feel that they are treating us like children.

MR. SPEAKER: You have made your point very nicely.

SHRIMATI SUSHILA KERKETTA: Sir, we are being placated as if we were children. A toy is dangled before us and then it is taken away again. They keep on assuring us that they would pass the women's reservation bill and then fail to take any steps in this direction. What is the reason behind this? There is definitely some problem. If we are not able to reach a consensus then we should hold a discussion to identify and remove the discrepancies in the Bill. Women's Reservation Bill should be passed at the earliest. We would consider this to be the greatest gift.

[English]

MR. SPEAKER: I compliment you especially for your maiden intervention. Very well done.

SHRIMATI MANEKA GANDHI (Pilibhit): Sir, according to the Inter-Parliamentary Union, India stands 108th in its representation of women in the Legislature. Pakistan, which is a Muslim country, stands 48th. I also know, however much we may ask, that the Women's Reservation Bill is not going to come. Can we start with by each Party giving one-third reservation to women starting from the State elections that are coming up now?

MR. SPEAKER: It is a good suggestion.

SHRIMATI JHANSI LAKSHMI BOTCHA (Bobbili): Mr. Speaker, Sir, today is 8th March, 2007 and I would like to raise a matter of urgent public importance on the occasion of the International Women's Day. I regret to say that even in the 60th year of our Independence, the plight of women has not changed much. Perhaps, the visible improvement in the social environment is restricted to educated and economic minority group of women.

Even though the Government is making sincere efforts, in general, to improve the image of the girl child and women through social and economic interventions, but female feticides are rampant. It is a cause of concern for the decline in sex ratio. The domestic violence; harassment for dowry; and sexual harassment are also on the rise.

Proper education of girls can only be possible when all social stigmas — which go against the women - are rooted out of the society. Social stigmas such as gender bias; considering the girls as anti-property; and weaker than men are very dangerous. As a matter of fact, the genesis of human existence lies in women. So, women should be given due regard in the society.

The excellence achieved by women like Indrani Nooyi, Deepa Mehta, Meera Nair, Sunita Williams and Sania Mirza — in the limited opportunities that are provided to them — vindicates that women can do much better if equal opportunities are provided to them.

In order to alleviate the sufferings of women all over the country, I would humbly request our Government on the International Women's Day to bring forward the Women's Reservation Bill in this Session itself with consensus on it among all political parties. I hope and trust that 33 per cent strength of this august House would be represented by women in the 15th Lok Sabha.

Sir, I thank you very much for giving me this opportunity.

MR. SPEAKER: All male Members join the Chair.

...(Interruptions)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Sir, on behalf of the Government. ...(Interruptions)

SHRI KINJARAPU YERRANNAIDU: Sir, please allow men also to express their views. Each Party would like to raise the issue, and express their views. ...(Interruptions)

MR. SPEAKER: Mr. Yerrannaidu, your name is already associated.

...(Interruptions)

SHRI N.N. KRISHNADAS: What is his name associated with? ...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI: Sir, on behalf of the Government ...(Interruptions)

MR. SPEAKER: Just a minute. The Government is giving a response.

...(Interruptions)

DR. K.S. MANOJ (Alleppey): Sir, please allow us to speak. ...(Interruptions)

MR. SPEAKER: I have already said that all male Members are associated.

...(Interruptions)

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): Sir, I have four daughters, two grand-daughters and one wife. I should be allowed to speak. ...(Interruptions)

MR. SPEAKER: Please do not go on multiplying!

...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI: Sir, on behalf of the UPA Government, we sincerely and respectfully submit to you that we share the concern expressed by all the distinguished lady Members cutting across Party lines, and we all share together your own views on this issue. It is a fact that the UPA Government in its Common Minimum Programme pertaining to the Women's Reservation Bill made it abundantly clear that it be brought in the House.

I am very proud today to say that I represent a Party, and I represent a Government in which some of the dreams of late Prime Minister Rajiv Gandhi is yet to be achieved, which was first translated in the local self-Government through the 74th Amendment. This was the first day when every section of women in the village, and the municipality got their rights.

Sir, the journey is not over. We have to accomplish the journey fully. But I am sorry to say that unfortunately the name of the Chairperson of the UPA was mentioned, and asked: "What she is doing in this matter?". I can only say that she is piloting the issue right from the days of NDA, and she is very determined to see that we find the light of the day. There is a requirement of Constitutional amendment, and 2/3rd majority is required in both Houses to pass it. Therefore, our Government has interacted with several Parties. The Home Minister himself has talked on behalf of the Government, and we are finding some ways. Hopefully, the light is coming very very close, and we may bring it. ...(Interruptions)

I would like to say that Shrimati Kiran took the name of Shrimati Sonia. You should know that in spite of the fact that my late Prime Minister was a victim and was killed by assassins—a few of them women—yet Shrimati Sonia Gandhi did not insist for hanging Nalini when she gathered that Nalini has her children, and they will search for their mother afterwards. This is the kind of leadership that we have in the UPA. Therefore, I submit once again that the UPA Government is determined to bring the Bill before our tenure is over, and we shall approach very fast. ...(Interruptions)

SHRI BASU DEB ACHARIA (Bankura): No, it should not be done before your tenure is over, but you should bring it in this Session itself. ...*(Interruptions)*

11.30 hrs.

ORAL ANSWERS TO QUESTIONS

[English]

MR. SPEAKER: Now we will take up the Question Hour Q. No. 141.

[Translation]

Modernisation of Airports

*141. DR. SATYANARAYAN JATIYA:
SHRI GANESH SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the on-going modernisation projects of airports in the country;

(b) whether the Government has reviewed the progress of work of modernisation of airports in the country;

(c) if so, the details thereof;

(d) the details of the airports in respect of which the task of modernisation has been completed as on date and the details of the airports proposed to be modernised in near future; and

(e) the amount sanctioned and spent on modernisation of airports in the country during each of the last three years?

[English]

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) A Statement is laid on the Table of the House.

Statement

(a) to (d) The airports taken up for modernisation / upgradation are: Delhi, Mumbai, Chennai, Kolkata, Trivandrum, Amritsar, Dehradun, Jaipur, Khajuraho, Kullu,

Lucknow, Pantnagar, Srinagar, Udaipur, Bhubaneshwar, Gaya, Agartala, Dibrugarh, Guwahati, Silchar, Ahmedabad, Aurangabad, Belgaum, Gondia, Nagpur, Pune, Raipur, Vadodara, Surat, Agatti, Calicut, Hubli, Mangalore, Madurai, Mysore, Tirupathi, Trichy and Vishakhapatnam. In addition, new greenfield airports are coming up at Hyderabad and Bangalore.

The project works are reviewed periodically.

The airports in respect of which some modernization has been completed are: Lucknow, Bhavnagar, Porbandar, Agartala, Pathankot, Guwahati, Nagpur, Khajuraho, Kullu, Bhopal, Bhuj, Vizag, Hyderabad, Imphal, Indore, Dimapur, Ahmedabad, Kandla, Srinagar, Vadodara, Gondia, Varanasi, Bangalore, Coimbatore, CATC Allahabad, Mangalore, Bhubaneshwar, Ranchi, Tezpur, Kangra, Mumbai, Coochbehar, Chandigarh, Calicut, Pune, Gaya, Lilabari, Raipur, Jaipur, Jodhpur and Amritsar.

The following airports are proposed to be taken up for modernization/upgradation in the near future: Juhu, Cuddapah, Pondicherry, Rajamundry, Tuticorin, Varanasi, Indore, Goa, Ranchi, Chandigarh, Port Blair, Rajkot, Coimbatore, Imphal, Jammu, Bhopal, Dimapur, Patna, Leh, Haiwara, Behala, Cooch Behar, Shillong, Passighat, Akola, Baramati, Bhavnagar, Jamnagar and Vijayawada.

(e) The amount sanctioned and amount spent by Airports Authority of India (Rs. in crores) during each of the last three years are (800.00, 566.22), (795.08, 606.49) and (892.30, 876.08) respectively.

[Translation]

DR. SATYANARAYAN JATIYA: Mr. Speaker, Sir, the question asked is about the modernization of airports. Hon'ble Minister has stated in his reply that some modernization work has been carried out. I want to know the details of the modernization work completed so far and the work yet to be undertaken. Some modernization work in respect of Indore and Bhopal airports in Madhya Pradesh has certainly been carried out by the Government, but when will, this target be achieved? In addition, Jabalpur, Gwalior and Ujjain are other important airports in Madhya Pradesh which are to be modernized. What is the Government's view in this regard?

[*English*]

SHRI PRAFUL PATEL: Sir, the hon. Member has asked about upgradation of airports, especially in Madhya Pradesh. Naturally, he has the interest of his State in mind. The Indore Airport is, of course, the busiest Airport in Madhya Pradesh. Unfortunately, we have not been able to upgrade it for various reasons in the past. Your esteemed colleague, Shrimati Sumitra Mahajan, is sitting behind you and she will be agreeing with you on this. She is a witness to all the expansion programmes which are going on in Indore. Of course, it is not fully up to the mark as you would like it because there are various constraints. However, that being the case, things are much better; Indore Airport will be upgraded even further. A new Cargo Complex, terminal expansion, all these facilities are being taken up. Both Indore and Bhopal Airports of Madhya Pradesh, out of the total 35 that are coming up in the country, have been taken up under the 35 Non-Metro Upgradation Programme.

Bhopal has some serious limitations due to land availability. There is some Defence land which is to be acquired. I have spoken to the successive Chief Ministers of Madhya Pradesh in the last two-and-a-half years. Unfortunately, we have not yet been able to resolve the land issues. However, I can assure the hon. Member that Bhopal and Indore Airports, the two premier Airports of Madhya Pradesh, have been taken up for upgradation under the 35 Non-Metro Upgradation Programme, and they will get the attention they deserve.

In case of Jabalpur, the commercial services have been started only a year ago, and so is the case with Gwalior. We intend to increase the connectivity to Madhya Pradesh much more in the future.

MR. SPEAKER: After such a very elaborate answer, do you have any more questions to ask? Please put your second supplementary.

[*Translation*]

DR. SATYANARAYAN JATIYA: Mr. Speaker, Sir, as I said, because of increase in air-traffic, pressure on existing airports is increasing day by day. You know that Ujjain's importance is more so because whole industrial estate of Dewas is adjacent to it. That's why I am requesting you to consider over the modernization of Ujjain airport. Khajuraho's importance is also well known. That is also an important place which needs to be developed.

You have assured us right now that modernization work of Indore and Bhopal airports is likely to be carried out. You have also said about Jabalpur. I want to ask one more thing. Is any time-bound action plan likely to be formulated for the said purpose and how will you implement the green field concept?

[*English*]

SHRI PRAFUL PATEL: I forgot to mention Khajuraho in my earlier answer. Khajuraho Airport is also being upgraded in a very big way. There is a new terminal coming up. Khajuraho is also a part of the modernization programme, which is currently going on. Khajuraho had very poor connectivity, and those issues are also being addressed.

Every hon. Member feels that there should be new connectivity or a new airport in his city. As far as Ujjain is concerned, since it is your State Government, you should impress upon the Chief Minister and the State Government to come forward and have some kind of a joint programme where some cost also can be shared by the State. Ultimately, it will help in the development of Ujjain from the point of tourism and the State also can develop industrially as well.

MR. SPEAKER: There are other States than Madhya Pradesh.

Shri Ganesh Singh - not present.

SHRI N. JANARDHANA REDDY: We all know that Visakhapatnam is an important city.

MR. SPEAKER: I allowed a debate on this. I know that every hon. Member will ask for special facilities in his city or State, but then how many States will have?

SHRI N. JANARDHANA REDDY: For the development of Visakhapatnam Airport, thanks to the Civil Aviation Ministry, they gave sufficient funds. However, the present situation is that the Airport is being closed often for proper maintenance and repair. The hon. Minister and the State Government joined hands and have done the improvement work. They have spent nearly Rs.240 crore for its development.

MR. SPEAKER: Please put your question.

SHRI N. JANARDHANA REDDY: May I know from the Minister as to when he is coming to inaugurate and make the runway functional?

SHRI PRAFUL PATEL: Hon. Reddyji is fully aware that we went, at his instance, for the *Bhoomi Pujan*. Very rarely it happens in Governments when Ministers do *Bhoomi Pujan* and also the inauguration. We have done the *Bhoomi Pujan* and hopefully, if the Lok Sabha continues for its full term, we will do the inauguration also.

SHRI N. JANARDHANA REDDY: I asked about the runway.

MD. SALIM: He is saying 'runway', not 'run away'.

SHRI PRAFUL PATEL: Hon. Reddyji is fully aware, as the former Chief Minister of that State and also as the representative of that area, that it is a Naval Airbase. We, in conjunction with the Navy, State Government and Airports Authority, have spent almost Rs.150 crore jointly. The Rs.150 crore runway is now ready and it is going to be commissioned in a very few months I would say. The hon. Member himself is a witness to what is happening there. So, I really do not see any reason for him to be apprehensive about the development of Visakhapatnam airport.

MR. SPEAKER: You cannot satisfy everybody. Therefore, you just briefly reply, if I may say so.

SHRIMATI MINATI SEN: Mr. Speaker, Sir, for years the Government of West Bengal is demanding upgradation of Bagdogra to an international airport but no fruitful action has yet been taken by the Union Government. Recently, the Chief Minister of West Bengal has sent a request to the Central Government in this regard. I would like to know from the Government as to when the longstanding demand will be met.

SHRI PRAFUL PATEL: I fully appreciate the concern of the hon. Member because Bagdogra not only links the North-East, it also in a way connects Sikkim, Bhutan, Nepal and also Bihar. From that point of view what the hon. Member is saying is right. At the same time, you must appreciate that Bagdogra is not an Airports Authority field. It is defence field where we run a civilian conclave. I share the hon. Member's concerns and we will try to see if we can find some way where Bagdogra's development can be taken up according to her wish.
...*(Interruptions)*

MR. SPEAKER: Hon. Members, please cooperate. I have got 31 names. It will take two days to complete the Question Hour if we go like this.

SOME HON. MEMBERS: It is a very important subject, Sir.

MR. SPEAKER: Everything is important in this place.

[Translation]

SHRI REWATI RAMAN SINGH: Mr. Speaker, Sir, I would like to thank you and tell the hon. Minister that the list presented by him indicates that the modernization work of CATC at Allahabad has been completed. I have requested the hon. Minister many times to upgrade Allahabad airport and to ensure at least that some flights are operated from there. Sir, you must be aware of 'Kumbh Mela' in Allahabad in which 5.50 crore people came and about 70,000 foreigners had been there. Hon. Minister had promised to complete it. I would like to know whether the flights would be operated from there.

[English]

MR. SPEAKER: I think you just mention the city or place and the Minister will answer. All this prefacing is not necessary.

SHRI REWATI RAMAN SINGH: He is fully aware of it, Sir.

SHRI PRAFUL PATEL: This morning, before Question Hour also I have had a chat with the hon. Member. I can assure that there is no other issue about the airport at Allahabad. The airport there is functional. It is about more flights now going into Allahabad. In a free market situation, airlines are free to go to any city depending on their business plans. Based on that, I will, on the hon. Member's behalf, try to speak to all the airlines and encourage them to go to Allahabad.

SHRI BRAHMANANDA PANDA: Mr. Speaker, Sir, I would like to know, through you, Sir, from the hon. Minister as to when the modernisation of Biju Patnaik airport is going to be completed and announced as an international airport. Is there any proposal with the Government to set up or upgrade any other airport, including Sambalpur, in Orissa in view of the number of steel plants coming up in the State.

SHRI PRAFUL PATEL: There is no question about the importance of Biju Patnaik in Bhubaneswar airport. It is very much part of the 35 airports modernisation plan. It is amongst the priority areas because we do realise

that it is the only operational airport in the entire State of Orissa. So, the work and the upgradation will be completed in a time-bound manner by the end of 2008 as the hon. Member would like it to be. It would be done in a way so that it is upgraded to international standards. That is the entire plan for all the 35 non-metro airports.

He wants to know about another airport - Jharsiguda, which is an airfield about which I have been trying to speak to the State Government and certain other stakeholders to see if that airfield will now be made operation. I will be happy to see some result is achieved in the near future.

MR. SPEAKER: Brevity have to be both in question and answer.

...(Interruptions)

MR. SPEAKER: Raising hands between question and answer has no effect on me. Do not raise your hands unnecessarily. Your names are being recorded and they are being sent to me.

SHRI M.P. VEERENDRA KUMAR: Hon. Speaker, Sir, what I would like to know from the hon. Minister is this. As per schedule, Calicut airport would have been completed last year itself but I do not know why it has been delayed. Due to non-completion of work at Calicut airport, international and domestic flights are operating from the domestic terminals. There are only two conveyor belts and the construction of aerobridge is going on causing delay, congestion and inconvenience. Though Calicut airport has been declared as an international airport, foreign flights are still not permitted to operate from there. I would like to know as to why it is so. Would the Ministry take steps to expedite the modernization work in Calicut airport and make it a full-fledged international airport? I want an assurance from the hon. Minister in this regard.

SHRI PRAFUL PATEL: I would like to assure the hon. Member that the work in Calicut airport would be completed in this current year, 2007 itself. He would have no reason to raise this matter again as all these works would be completed before the end of 2007.

[Translation]

SHRI RAM KRIPAL YADAV: Mr. Speaker, Sir, the hon. Minister has stated in his reply that Jay Prakash Narayan airport of Patna has been modernized to some

extent. You must be aware that there had been an accident at this airport a few years ago in which several people were killed. The runway of Jay Prakash Narayan airport is very short which creates problems for airbus in landing.

MR. SPEAKER: Ask your question.

[Translation]

SHRI RAM KRIPAL YADAV: I am asking the question only. Airbus cannot land there because the runway is short. Still there are possibilities of accident due to that. I would like to ask hon. Minister whether the Union Government has found out a way out in consultation with the State Government to lengthen the runway or to make any other alternative arrangement so that airbus could land there smoothly. Besides, recently hon. Minister had sent his officers to visit Bhagalpur.

[English]

MR. SPEAKER: Do not go on giving information.

[Translation]

SHRI RAM KRIPAL YADAV: The question is related to that.

MR. SPEAKER: It is not related to that.

SHRI RAM KRIPAL YADAV: What is your plan for expansion of the Bhagalpur airport?

SHRI PRAFUL PATEL: Sir, you would be aware of the problem relating to availability of land for Patna airport.

[English]

Land has not been made available for the expansion of the runway. On the other side, there is a botanical garden. So, trees are not being able to be pruned so that the runway length available is fully utilised. But nonetheless, we are making efforts. I am continuously in contact with the State Government. I have requested the previous and the present Chief Ministers that please if something can be done, we would be more than happy because Patna is again a Capital and also a very important city.

As far as Bhagalpur is concerned—he is my predecessor—I can assure him that we have sent a team to Bhagalpur to have a relook at it and very soon, I will hope to give some positive reply in the House.

MR. SPEAKER: Good. Thank you. Towards the end of this Budget Session, I will allow it again because he is the most popular Minister now!

SHRI A. KRISHNASWAMY: With the modernization of the airports, at least there are some changes in the airports, after the UPA Government came to power. Even then, the airport is overcrowded. While we travel in the morning, we have to stand in long queue. But the statement of the hon. Minister is encouraging. I would like to know from the hon. Minister, what is the time limit for inauguration and completion of all these projects and particularly, Kolkata and Chennai? He has taken Kolkata and Chennai under a special scheme. Under what scheme, he is going to take up those projects and when will they be completed? There is a long delay; from 2001, they are pending.

MR. SPEAKER: Thank you, for showing some concern for Kolkata also.

SHRI PRAFUL PATEL: Let me first speak about Kolkata Airport. Airports Authority has taken a decision to take up modernization of Kolkata Airport on a priority basis. It will be done by the Airports Authority; the work will begin in the next few months. We shall all be hopefully there, when I will request your goodness also, Sir, to be present there.

As far as the Chennai Airport is concerned I have had a round of discussion with the State Government and other senior leaders also. There are some land issues which are yet to be resolved. These issues are there with every airport, like further availability of land. The Airports Authority is in talks with the Governments for availability of land. Once something is resolved, I will certainly be able to speak on that.

MR. SPEAKER: We have taken too much time on this. But I will allow Shri Tapir Gao because he is from the North East. 'North East' is my weakness.

SHRI TAPIR GAO: First of all, I congratulate the hon. Minister on behalf of the people of North East. We are proud of our Civil Aviation Minister for undertaking modernization of airports.

MR. SPEAKER: What do you want from him?

SHRI TAPIR GAO: Modernization of airport is taking place speedily in Dibrugarh. But in Dibrugarh, there is a long pending dispute or issue with the Defence. I would

like to know from the hon. Minister, when he is going to take up that issue and resolve it with the Defence, for expansion of Dibrugarh Airport?

SHRI PRAFUL PATEL: Work is going on in Dibrugarh Airport. Some more area is required. Hon. Defence Minister is also sitting here; I am sure, he has heard your sentiments; I will take up the matter with the Minister on your behalf and on behalf of the Airports Authority.

MR. SPEAKER: Last supplementary - Shri Yerrannaidu. Please put your question very briefly, without any preface.

SHRI KINJARAPU YERRANNAIDU: I will take only one minute.

MR. SPEAKER: One minute is a long time. Please put your question in brief.

SHRI KINJARAPU YERRANNAIDU: Andhra Pradesh is the fifth largest State in the country. The Airports Authority has decided and proposed to take up modernization of Rajamundry, Vijayawada and Cuddappah Airports. May I know whether the Government of Andhra Pradesh has entered into any MoU with the Airports Authority? What are the terms of references or the conditions mentioned in the agreement? Is State Government's participation is there or Airports Authority alone can take up modernization of these airports? I would like to know these from the hon. Minister.

MR. SPEAKER: It is a long question; you can give an answer later.

SHRI PRAFUL PATEL: I will give him a detailed reply. But I can assure that Rajamundry and Vijayawada are definitely being upgraded on a time bound manner. Especially because of offshore oil exploration, Rajamundry has become a very important aviation centre.

[Translation]

Setting Up of Refineries

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*142. SHRI JASWANT SINGH BISHNOI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has received proposals from various States, especially from Rajasthan for setting up of refineries in their States;

(b) if so, the details thereof indicating the date of receipt of the proposals alongwith the action taken thereon; and

(c) the present status of oil and gas exploration in Rajasthan?

[English]

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) and (b) Yes, Sir. Government has been receiving requests from various State Governments from time to time for setting up/expanding refineries in the respective states. As far as Rajasthan is concerned, Government has received request from the Chief Minister of Rajasthan, the latest dated 15th January, 2007, to take steps to set up a refinery in Rajasthan.

Consequent on de-licensing of refinery sector since June, 1998, a refinery may be set up anywhere in India by a Private or Public Sector Enterprise depending on the promoter's assessment of its viability. Therefore, it is not the Government, but the Private/Public Sector Enterprise, which has to decide on setting up a refinery based on commercial considerations.

The proposal for setting up a refinery at Banner in Rajasthan is under the consideration of Oil & Natural Gas Corporation Limited (ONGC). ONGC has carried out the following studies in this regard:

- (i) Technical Feasibility Study by Engineers India Limited (EIL)
- (ii) Market Study by M/s Nexant
- (iii) Financial Appraisal by M/s SBI Caps
- (iv) ROU Survey by M/s SECON

Further considering that Rajasthan crude is heavy and viscous which needs to be heated for transportation, short duration of peak production necessitating import of crude, limited market potential in Rajasthan necessitating export of products and other factors, ONGC has approached the Government of Rajasthan for incentives/concessions to make the refinery project financially viable. Further discussions are in progress.

(c) In Rajasthan, ONGC, Oil India Limited (OIL) and Private/Joint Venture Companies are operating in 15 exploration blocks awarded under new Exploration Licensing Policy (NELP), pre-NELP and on nomination basis. Out of this, 5 Blocks have been recently allotted under sixth round of NELP and production sharing contracts have been signed on 2nd March, 2007. The total area under exploration is about 38,400 Sq.Km. So far, 4.85 Billion Cubic Metres (BCM) of gas reserves and 67.7 Million Metric Tonnes (MMT) of crude oil reserves have been added. The present production of ONGC and OIL from Rajasthan is 7.5 lakh Cubic Metres of natural gas per day. Crude oil production from Rajasthan is likely to commence in 2008-09.

[Translation]

SHRI JASWANT SINGH BISHNOI: Mr. Speaker, Sir, huge deposits of oil has been found in Banner and Jaisalmer of Western Rajasthan during last few years. The Union Government had given an assurance that a refinery was would be set up there but the refinery was relocated to Punjab. Later on ONGC was asked to set up a refinery there after conducting a survey. Mr. Speaker, Sir, a large deposit of crude oil has been found in Rajasthan and Rajasthan Government has given all the concessions desired by the Union Government for setting up refinery. The Chief Minister of Rajasthan, hon. Vasundhara Raje Scindhia and the Petroleum Minister Shri Lakshmi Narayan Dave have written letters to hon. Minister that they are ready to give all the concessions required for setting up a refinery. I would like to know from hon. Minister whether the Union Government is contemplating to set up the refinery. Hon. Minister has connections with Rajasthan and we expect from him that he will make an announcement in the House regarding setting up a refinery in Banner in Rajasthan.

[English]

MR. SPEAKER: He is a Minister for India as a whole.

[Translation]

SHRI SRICHAND KRIPLANI: Hon. Minister, you should take care of Rajasthan. ...*(Interruptions)*

[English]

MR. SPEAKER: Nothing will go on record.

...*(Interruptions)**

*Not recorded.

[Translation]

SHRI MURLI DEORA: The matter of setting up a refinery in Rajasthan is under consideration of ONGC. You rest assured, an economic survey will be conducted after some time. The SBI cap of State Bank of India will inform us after conducting economic survey and only then a right decision will be before you. The Union Government is trying its best to set up a refinery in Rajasthan.

SHRI JASWANT SINGH BISHNOI: Mr. Speaker, Sir, as hon. Minister has informed that economic survey is being conducted. At present there are refineries in Panipat and Mathura and setting up a refinery in Bhatinda has been announced. Whether there has been any economic survey of those refineries which have been already set up or they have been set up on political basis. I would like to know from hon. Minister as to why a refinery is being set up in Bathinda whereas even one litre oil is not produced in Punjab. No survey was conducted there then why economic survey is being conducted for Rajasthan. The Rajasthan government has declared to give all the concessions. Has any other State Government made any declaration about giving such concessions? I want hon. Minister to announce the setting up of a refinery in Rajasthan today itself.

SHRI MURLI DEORA: It has been more than 6-7 years since the announcement was made for setting up a refinery in Bhatinda. I would like to repeat that the main reason for setting up a refinery in Rajasthan is that K&N company has found a new oil field near Jodhpur and about 5-6 million litre oil will be extracted from there. Therefore, we are trying that oil should be refined at that very place.

[English]

SHRI BALASHOWRY VALLABHANENI: ONGC had signed an MoU with the Government of Andhra Pradesh on 21st June 2005 with regard to promotion of petroleum refinery with a capacity of 7.5 million MT per annum at Kakinada Port. Accordingly, as per the direction of Government of Andhra Pradesh, district administration acquired more than 4000 acres of land. Some time back it appeared in Media that ONGC has withdrawn from the setting up of the refinery at Kakinada on the ground of non-viability of the project. However, recently it appeared in Media that the Prime Minister has directed the ONGC through the Ministry of Petroleum and Natural Gas to take up the refinery at Kakinada for increasing the

capacity of 7.5 MMT to 15 MMT to make it economically viable. I would like to know from the Minister whether the Government is going to set up the refinery in Kakinada Port or not. The Government has already entered into an MoU with the State Government and as per that MoU the State Government has already acquired the land. Has the Government any time-bound proposal to set up the refinery at Kakinada Port?

SHRI MURLI DEORA: Sir, the hon. Member is very correct. The ONGC has been directed now to reconsider this proposal and come out with a new set of proposal so that a new refinery is set up at Kakinada.

SHRI ABU AYES MONDAL: Speaker, Sir, at present the refineries of our country are implementing quality upgradation projects to supply Euro-III equivalent fuels in metros and identified cities in our country. I would like to know from the Minister the refining capacity as on date of all our refineries and the measures taken to increase the capacity according to the needs.

SHRI MURLI DEORA: Sir, we have 19 refineries in India - 17 in public sector and two in private sector which are Reliance and ESSAR. The total capacity is 132.47 million metric tonnes and we have a surplus of about 17 to 18 million metric tonnes on that.

SHRIMATI M.S.K. BHAVANI RAJENTHIRAN: Sir, in my poor and very backward Ramanatham District, natural gas is available in abundance. So, I would like to know whether there is any proposal with the Central Government to set up refineries in my area.

I would like to happily place on record in this august House that our revered Chief Minister of Tamil Nadu, Dr. Kalaignar Karunanidhi has started a project in my area with Rs.400 crore which would help produce electricity through natural gas. I urge upon the Central Government that a special package should also be given to my area through the State Government.

SHRI MURLI DEORA: Sir, this is a matter for consideration.

[Translation]

Cost Escalation of Railway Projects

+
*143. SHRI BASUDEB ACHARIA:
SHRI RAJNARAYAN BUDHOLIA:

Will the Minister of RAILWAYS pleased to state:

(a) whether the Railways have identified the projects which have far exceeded their project cost due to delay in implementation;

(b) if so, the total number of such projects, alongwith the gross increase in the cost of such projects; and

(c) the steps taken/being taken by the Railways to expedite the completion of these projects?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) and (b) Railways have a huge throwforward of ongoing projects with limited availability of resources, as a result of which the projects take long time in completion. This results into increase in cost of projects due to escalation and other reasons including change in standards of construction and, technology, scope of the work and conditions of the area etc. during the intervening period. In the absence of assured matching funds at the time of taking up of a project, there is an increase in cost in almost every project due to reasons enumerated above.

(c) The availability of funds for the projects have increased considerably over couple of years primarily due to provision of funds through internal generation of resources, additional funds for National Projects, Participation of State Governments, Public Private Partnership, Defence funding and implementation of projects by Rail Vikas Nigam Limited through extra-budgetary resources. State Governments have been requested to share at least 50% of the cost of New Line and Gauge Conversion projects to expedite their completion.

SHRI BASU DEB ACHARIA: Sir, he has not replied to the questions because I asked for details about the pending projects and what are the reasons for cost escalation. There are projects which were sanctioned 25 years before and still they are pending. There are a large number of project which were included in the Pink Book but are still pending. Only Rs.1 crore or Rs.2 crore or Rs.5 crore are sanctioned whereas the estimate is Rs.250 crore or Rs.300 crore.

MR. SPEAKER: Put your question.

SHRI BASU DEB ACHARIA: Four years back, the Ministry of Railways published a White Paper on pending projects and it was proposed to complete a large percentage of projects which are very important.

MR. SPEAKER: There is not much time left. We would only hear your question but no answer.

SHRI BASU DEB ACHARIA: They are important projects for the development of the area. May I know from the Minister whether the Ministry of Railways have prioritized the projects? In order to complete those projects whether the Government will provide sufficient funds so that the projects which are very important for the development of that area are completed in a time-bound manner. This would also ensure that there is no further cost escalation.

MR. SPEAKER: There is no time for answer. I do not understand this.

SHRI R. VELU: Hon. Speaker, Sir, I would like to answer that there are 275 projects pending with a throw forward of Rs. 58,000 crore. If the hon. Member wants the details regarding all the 275 projects, I would furnish him. ...*(Interruptions)*

MR. SPEAKER: It is not being recorded. Your interruption is not recorded.

...*(Interruptions)**

SHRI R. VELU: In April, 2005, we have prioritized the projects which have to be taken up for implementation. The priority number one is of those projects which have now advanced to 60 per cent of its implementation and require less than Rs.100 crore. The second priority has been accorded to those projects which are viable and are necessary for operational requirement. The third priority has been given to those national projects, those projects in which the State Government has agreed to provide 50 per cent of the outlay and which are of strategic importance for Defence, projects covered under PPP/RVNL.

*Not recorded.

12.00 hrs.

The fourth category are other projects, which are not covered under these said three categories. That is how we have prioritized. We quite agree that the amount available to these projects are thinly spread and that is because we have, as I mentioned, Rs. 58,000 crore remain as throw forward, out of which Rs. 30,000 crore relate to gauge conversion. For doubling, electrification and metro projects we have no problems in finding the resources. Where the problem comes is with the balance 89 new lines which would require about Rs. 31,000 crore and for that the hon. Minister has written to all the State Governments to kindly come forward and contribute 50 per cent of the project cost so that the Railways could implement these projects.

Sir, three projects in the State of West Bengal are pending for more than 20 years now. For the Howrah - Amta line, the first phase has been completed.
...*(Interruptions)*

MR. SPEAKER: Question Hour is over. Nothing will be recorded.

...*(Interruptions)*

WRITTEN ANSWERS TO QUESTIONS

[English]

Theft Cases

*144. SHRI ABDUL RASHID SHAHEEN:
SHRI CHANDRA DEV PRASAD RAJBHAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there has been increase in theft cases at the international airports in the country particularly at Delhi during the recent years;

(b) if so, the number of such cases reported during each of the last three years; and

(c) the steps taken/being taken to check such cases and also to improve surveillance at the international airports to curb undesirable activities?

*Not recorded.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. There has been some increase. During the years 2004, 2005 and 2006, theft cases reported at international airports were 89, 103 and 208 respectively.

(c) Following steps have been taken to improve surveillance at the airports;

- (i) Surveillance cameras are being manned round the clock to have a check on the passengers and staff inside the Terminal Buildings.
- (ii) Surveillance staff have been deployed by Central Industrial Security Force (CISF) inside and outside the Terminal Buildings.
- (iii) Airlines have also deployed their own security personnel.
- (iv) On city side, local police officials are deployed to have surveillance on miscreants.

[Translation]

Adulteration and under measurement of Petroleum Products

*145. SHRI BHUVANESHWAR PRASAD MEHTA:
Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the policy/guidelines of the government to check adulteration and under-weighting of petroleum products;

(b) the number of the complaints received against the petrol/diesel retail outlets and LPG agencies about adulteration and under-weighting of petrol, diesel and LPG during each of the last three years as on date, State-wise;

(c) the action taken against the erring petrol/diesel retail outlets and LPG agencies; and

(d) the number of the licences of petrol/diesel retail outlets and LPG agencies cancelled during the said period, State-wise?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SRI MURLI DEORA): (a) The provisions under the Marketing Discipline Guidelines (MDG) have been made stricter w.e.f. 1.8.2005 and they now provide for termination of dealership in the case of adulteration being

established at the first instance itself. The State Governments have been requested to activate their enforcement machinery to take action against irregularities under the Control Orders issued by the Government under the Essential Commodities Act, 1955. In addition, OMCs have been asked to introduce technological innovations in controlling adulteration. These new initiatives include automation of retail outlets, installation of Global Positioning System (GPS) on tank trucks carrying petroleum products to monitor their movements and introduction of marker in Kerosene to check its diversion for adulteration.

(b) to (d) The public sector oil marketing companies (OMCs) take action against the dealers found indulging in irregularities in terms of the provisions under the MDG and Dealership Agreements. The number of complaints received by Oil Marketing Companies (OMCs) against their retail outlets and LPG distributors for indulging in adulteration and under-weighment and action taken thereon during the last three years, state-wise, are given in the enclosed statement-I and II, respectively.

Details of retail outlets/LPG distributorships terminated State-wise during the year 2004-05, 2005-06 and 2006-07 (April - December, 2006) are given in the enclosed statement-III.

Statement I

State-wise Details of Complaints against Retail Outlets for Indulging in Adulteration and Short Delivery

| Name of States/UTs | 2004-05 | | 2005-06 | | 2006-07 (April-December, 2006) | |
|-------------------------------|--------------|----------------|--------------|----------------|-----------------------------------|----------------|
| | Adulteration | Short Delivery | Adulteration | Short Delivery | Adulteration | Short Delivery |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Andman and Nicobar Islands | 0 | 0 | 0 | 0 | 0 | 0 |
| Andhra Pradesh | 2 | 2 | 1 | 4 | 1 | 0 |
| Arunacha ^l Pradesh | 0 | 0 | 0 | 0 | 0 | 0 |
| Assam | 1 | 0 | 0 | 2 | 0 | 1 |
| Bihar | 0 | 0 | 1 | 0 | 0 | 0 |
| Chandigarh | 0 | 0 | 0 | 0 | 0 | 0 |
| Chattishgarh | 0 | 0 | 0 | 0 | 2 | 0 |
| Dadhar and Nagar Haveli | 0 | 0 | 0 | 0 | 0 | 0 |
| Daman and Diu | 0 | 0 | 0 | 0 | 0 | 0 |
| Delhi | 6 | 11 | 11 | 13 | 9 | 20 |
| Goa | 0 | 0 | 0 | 0 | 0 | 1 |
| Gujarat | 5 | 1 | 4 | 4 | 3 | 8 |
| Haryana | 4 | 3 | 4 | 8 | 10 | 8 |
| Himachal Pradesh | 0 | 0 | 0 | 1 | 0 | 0 |
| Jammu and Kashmir | 0 | 0 | 0 | 2 | 0 | 0 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|----------------|-----------|-----------|-----------|------------|-----------|------------|
| Jharkhand | 0 | 0 | 3 | 0 | 2 | 1 |
| Karnataka | 20 | 2 | 22 | 13 | 12 | 17 |
| Kerala | 2 | 9 | 1 | 0 | 2 | 1 |
| Lakshadweep | 0 | 0 | 0 | 0 | 0 | 0 |
| Madhya Pradesh | 2 | 0 | 4 | 1 | 0 | 3 |
| Maharashtra | 11 | 4 | 9 | 16 | 12 | 24 |
| Manipur | 0 | 0 | 0 | 0 | 0 | 0 |
| Meghalaya | 0 | 0 | 0 | 1 | 0 | 0 |
| Mizoram | 0 | 0 | 0 | 0 | 0 | 0 |
| Nagaland | 0 | 0 | 0 | 0 | 0 | 0 |
| Orissa | 0 | 0 | 2 | 0 | 2 | 0 |
| Pondicherry | 0 | 0 | 0 | 0 | 0 | 0 |
| Punjab | 1 | 2 | 0 | 6 | 1 | 1 |
| Rajasthan | 1 | 1 | 4 | 10 | 1 | 3 |
| Sikkim | 0 | 0 | 0 | 0 | 0 | 0 |
| Tamil Nadu | 0 | 2 | 7 | 2 | 2 | 1 |
| Tripura | 0 | 0 | 0 | 0 | 0 | 0 |
| Uttar Pradesh | 8 | 15 | 8 | 19 | 5 | 25 |
| Uttarakhand | 0 | 0 | 0 | 1 | 0 | 0 |
| West Bengal | 2 | 0 | 1 | 0 | 2 | 0 |
| Total | 65 | 52 | 82 | 103 | 66 | 114 |

Statement-II*State-wise Details of Complaints Received Against LPG Distributors for Underweight Cylinders*

| Name of States/UTs | 2004-05 | 2005-06 | 2006-07 (April-December, 2006) |
|-----------------------------|---------|---------|-----------------------------------|
| 1 | 2 | 3 | 4 |
| Andaman and Nicobar Islands | 0 | 0 | 0 |
| Andhra Pradesh | 0 | 0 | 2 |

| 1 | 2 | 3 | 4 |
|------------------------|----|----|---|
| Arunachal Pradesh | 0 | 0 | 0 |
| Assam | 0 | 0 | 0 |
| Bihar | 0 | 0 | 1 |
| Chandigarh | 0 | 1 | 0 |
| Chattishgarh | 0 | 0 | 0 |
| Dadar and Nagar Haveli | 0 | 0 | 0 |
| Daman and Diu | 0 | 0 | 0 |
| Delhi | 28 | 25 | 7 |
| Goa | 0 | 0 | 0 |
| Gujarat | 7 | 4 | 0 |
| Haryana | 0 | 9 | 8 |
| Himachal Pradesh | 0 | 0 | 0 |
| Jammu and Kashmir | 0 | 0 | 0 |
| Jharkhand | 0 | 1 | 0 |
| Karnataka | 0 | 0 | 0 |
| Kerala | 0 | 0 | 0 |
| Lakshadweep | 0 | 0 | 0 |
| Madhya Pradesh | 0 | 1 | 0 |
| Maharashtra | 0 | 0 | 0 |
| Manipur | 0 | 0 | 0 |
| Meghalaya | 0 | 0 | 0 |
| Mizoram | 0 | 0 | 0 |
| Nagaland | 0 | 0 | 0 |
| Orissa | 0 | 0 | 0 |
| Pondicherry | 0 | 0 | 0 |
| Punjab | 2 | 3 | 5 |
| Rajasthan | 7 | 3 | 0 |
| Sikkim | 0 | 0 | 0 |
| Tamil Nadu | 0 | 0 | 0 |

| 1 | 2 | 3 | 4 |
|---------------|-----------|-----------|-----------|
| Tripura | 0 | 0 | 0 |
| Uttar Pradesh | 28 | 31 | 24 |
| Uttarakhand | 2 | 1 | 0 |
| West Bengal | 0 | 0 | 0 |
| Total | 74 | 79 | 47 |

Statement-III*State-wise Details of Retail Outlets and LPG Distributors Terminated*

| Name of States/Uts | 2004-05 | | 2005-06 | | 2006-07 (April-December, 2006) | |
|----------------------------|---------|-----|---------|-----|-----------------------------------|-----|
| | RO | LPG | RO | LPG | RO | LPG |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Andman and Nicobar Islands | 0 | 0 | 0 | 0 | 0 | 0 |
| Andhra Pradesh | 1 | 1 | 2 | 2 | 10 | 1 |
| Arunachal Pradesh | 0 | 0 | 0 | 0 | 0 | 0 |
| Assam | 0 | 0 | 0 | 0 | 1 | 0 |
| Bihar | 0 | 0 | 1 | 1 | 0 | 0 |
| Chandigarh | 0 | 0 | 0 | 1 | 0 | 0 |
| Chhattisgarh | 1 | 0 | 0 | 2 | 1 | 0 |
| Dadar and Nagar Haveli | 0 | 0 | 0 | 0 | 0 | 0 |
| Daman and Diu | 0 | 0 | 0 | 0 | 0 | 0 |
| Delhi | 0 | 2 | 3 | 0 | 2 | 0 |
| Goa | 0 | 0 | 0 | 0 | 1 | 0 |
| Gujarat | 9 | 0 | 8 | 1 | 5 | 2 |
| Haryana | 1 | 1 | 3 | 0 | 9 | 0 |
| Himachal Pradesh | 0 | 0 | 0 | 0 | 0 | 0 |
| Jammu and Kashmir | 0 | 0 | 0 | 0 | 0 | 0 |
| Jharkhand | 0 | 0 | 0 | 1 | 0 | 0 |
| Karnataka | 1 | 0 | 0 | 1 | 4 | 1 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|----------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Kerala | 0 | 1 | 4 | 0 | 4 | 1 |
| Lakshadweep | 0 | 0 | 0 | 0 | 0 | 0 |
| Madhya Pradesh | 1 | 0 | 5 | 0 | 0 | 0 |
| Maharashtra | 3 | 1 | 4 | 3 | 1 | 3 |
| Manipur | 0 | 0 | 0 | 0 | 0 | 0 |
| Meghalaya | 0 | 0 | 0 | 0 | 0 | 0 |
| Mizoram | 0 | 0 | 0 | 0 | 0 | 0 |
| Nagaland | 0 | 0 | 0 | 0 | 0 | 0 |
| Orissa | 0 | 0 | 3 | 0 | 0 | 0 |
| Pondicherry | 0 | 0 | 0 | 0 | 0 | 0 |
| Punjab | 0 | 3 | 0 | 1 | 3 | 2 |
| Rajasthan | 1 | 0 | 0 | 0 | 5 | 3 |
| Sikkim | 0 | 0 | 0 | 0 | 0 | 0 |
| Tamil Nadu | 3 | 1 | 4 | 1 | 7 | 0 |
| Tripura | 0 | 0 | 0 | 0 | 0 | 0 |
| Uttar Pradesh | 2 | 0 | 17 | 1 | 16 | 1 |
| Uttarakhand | 0 | 0 | 3 | 0 | 0 | 0 |
| West Bengal | 2 | 0 | 3 | 3 | 4 | 1 |
| Total | 25 | 10 | 60 | 18 | 73 | 15 |

*[English]***Demand for Pilots**

146. SHRI ASADUDDIN OWAIISI:
SHRI SWADESH CHAKRABORTTY:

Will the Minister of CIVIL AVIATION be pleased to state:-

(a) the demand and supply position of pilots in the Indian aviation industry;

(b) whether the demand of pilots has increased manifolds in the country due to sharp increase in the Indian aviation industry;

(c) if so, whether the Government has made any assessment about the requirement of pilots in the near future;

(d) if so, the details thereof; and

(e) the steps taken or being taken by the Government to meet the demand for pilots in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) As against requirements of 1580 sets of crew equivalent to 3160 professional pilots, which has been worked out on the basis of five sets of crew per aircraft, 2940 pilots are available leaving a shortfall of 78.

(b) Yes, Sir.

(c) and (d) With the expansion of fleet by both Indian Airlines and Air India as well as induction of more aircraft by some of the major private players, the total number of additional aircraft in the next five years is estimated to reach a figure of 500, requiring an additional 5000 pilots at the rate of 5 sets of crew for every one aircraft.

(e) The Government has taken various steps to reduce the gap between demand and supply of skilled pilots. These include conditionally increasing the age-limit to 65 years for pilots for exercising the privileges of their licences for commercial transport operations under prescribed conditions for pilots, upgradation and modernisation of training infrastructure of Indira Gandhi Rashtriya Uran Akademi (IGRUA) to enhance its training capacity, setting up of a world class flying training institute at Gondia, Maharashtra and assistance to flying clubs by allocating trainer aircraft through Directorate General of Civil Aviation/Aero Club of India.

Promotion of Drama

*147. SHRI HANNAN MOLLAH: Will the Minister of CULTURE be pleased to state:

(a) The steps taken to promote drama as an art form in the country;

(b) The steps taken to improve the functioning of the National School of Drama including the details of future planning;

(c) whether the Government has received complaints regarding alleged irregularities in the National School of Drama (NSD);

(d) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (e) The National School of Drama (NSD) is one of the foremost theatre training institutions in India. It was set up initially as a constituent of the Sangeet Natak Akademi (SNA) in 1959. It became an independent entity and was registered as an autonomous organization under the Societies Registration Act XXI of 1860. NSD offers a

3 year Post Graduate diploma course in theatre arts in subjects like acting, direction, theatre techniques, set designing, lighting etc. It also has a repertory company which produces new plays for performance. Besides, NSD undertakes extension programmes, publications and has a programme of theatre-in-education. They also hold an annual National Theatre Festival (Bharat Rang Mahotsav) and a festival of children's theatre (Jashne-Bachpan).

Besides, the NSD, SNA also supports theatre groups by providing regular performance opportunities and by giving annual awards to distinguished theatre people. The Ministry also implements schemes providing salary grant and production grant to theatre groups.

National School of Drama (NSD) society constituted a Broad-based Committee to formulate a vision for its future activities. It's recommendations include restructuring of its courses, repertory company and opening of 5 Regional Schools in the country.

The allegations made in the complaint, interalia include issues like non-availability of syllabus in the NSD; faculty members getting remunerations for small works they are performing in addition to their duties; giving grants to their own NGOs; only faculty members becoming Directors of NSD; financial irregularities and misuse of funds, etc.

The comments of the NSD on the allegations which have been received are being examined by the Government.

Unigauge Project

*148. SHRI VIJOY KRISHNA:
SHRI G. KARUNAKARA REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are considering to bring the entire rail network in the country under broad gauge in the Eleventh Five Year Plan;

(b) if so, the details thereof; and

(c) the steps being taken by the Railways in this regard?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (c) No, Sir. However, as mentioned in Budget Speech 2007-08, efforts would be made to convert

the majority of the Metre Gauge lines to Broad Gauge during the 11th Five Year Plan. The allocation of funds to the gauge conversion projects has been increased through internal generation of resources. A proposal has been initiated for taking approval of the Government on the programme of gauge conversion during 11th five year plan.

Food Park Scheme

*149. SHRI SHRINIWAS DADASAHEB PATIL:
SHRI S.K. KHARVENTHAN:

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

(a) whether the Government proposes to revise the guidelines for the Food Park Scheme;

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

(c) whether the Government proposes to set up more Food Technology Parks/Food Processing Parks in the country;

(d) if so, the details thereof, location-wise;

(e) the expenditure likely to be incurred thereon;

(f) the time by which these parks are likely to be set up; and

(g) the steps taken by the Government to promote Food Parks in hilly areas especially at tourist spots where tourism is primary activity?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (g) The Ministry of Food Processing Industries, with a view to make available Infrastructural facilities to processing units, has been assisting development of Food Parks under its Plan Schemes @ 25% of project cost in general areas and 33.33% in difficult areas, subject to maximum of Rs. 4.00 crore, for provision of common facilities such as power supply, water supply, cold storage, warehousing facilities, effluent treatment plant, food testing analytical laboratories, common processing facilities etc.

Based on review of the existing scheme, experience gained and feed back received from the industry, the

Ministry has proposed a new scheme of Mega Food Parks in the country which is envisaged to be a well defined agri/horticultural processing zone containing state of the art processing facilities with support infrastructure and well established supply chain. The proposed scheme aims to provide a mechanism to bring together farmers, processors and retailers and link agricultural production to the market so as to ensure maximization of value addition, minimize wastages and encourage demand driven cluster-based farming ensuring long term economic sustainability for farmers. The scheme is under consideration/consultation for inclusion in the XI Five Year Plan. It is tentatively envisaged to support 30 Mega Food Parks, spread across the country at locations to be determined through feasibility studies, during the XI Plan period on approval of the scheme. Out of Rs. 250 Crores expected for the Financial Year 2007-2008, Rs. 100 Crores is proposed for infrastructure development including Food Parks / Mega Food Parks. The projects are proposed to be set up in Public Private Partnership mode.

The Ministry, under its existing scheme has approved assistance to 54 Food Parks in the country. Out of these, 3 Food Parks in the hilly state of Jammu & Kashmir and 6 in the North Eastern Region. The Food Parks are intended to cater to the infrastructural requirements of the food processing sector and do not directly cater to tourism per se.

Upgradation and Servicing of MiG-29

*150. SHRI JYOTIRADITYA M. SCINDIA: Will the Minister of DEFENCE be pleased to state:

(a) whether Russia has offered to sign a bilateral deal with India for upgrading and servicing of the MiG-29 Jets in service;

(b) if so, the details of the agreement, if any, signed; and

(c) the steps since taken in pursuance thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) Russian Aircraft Corporation MiG of Russia has submitted a proposal for upgrade of MiG-29 aircraft in response to a Request For Proposal.

(b) No agreement has been signed,

(c) Does not arise.

**Constitution of National Council
for Older Persons**

*151. SHRI SUBRATA BOSE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the date of the constitution of the National Council for Older Persons (NCOP) under the National Policy on Older Persons and the details of the recommendations made by the Council during the last three years;

(b) the details of the recommendations accepted and rejected by the Government separately;

(c) the details of proposals received from various Non-Governmental Organizations/Voluntary Organisations under the various schemes implemented for older persons during 2006-07, State/Union Territory-wise;

(d) the funds allocated and released to them during the said period, NGO/VO-wise and scheme-wise;

(e) the details of utilization of funds allocated under the scheme during 2005-06, NGO/VO-wise and scheme-wise; and

(f) The details of the old age homes and day care centres set up during 2006-07, State/Union Territory-wise?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): (a) and (b) The National Council for Older Persons (NCOP) was constituted on 10th May 1999. The term of the National Council for Older Persons, unless dissolved earlier, is five years from the date of its constitution. On expiry of its term of five years, the National Council was reconstituted on 1st August 2005. It presently consists of 41 Members.

During the last three years, the National Council for Older Persons discussed the proposed legislation for maintenance and welfare of the parents and senior citizens and made recommendations viz. no lawyers would be allowed to appear in cases under the proposed legislation, the district collector should be the Appellate Authority; and that the Tribunal should be empowered to take suo-moto cognizance of the grievances of the parents. These recommendations of the Council have been accepted. The Council also recommended for a health insurance scheme for the older persons, keeping

in view of their specific needs. This recommendation was forwarded to the Ministry of Finance.

(c) and (d) The details of proposals received from various Non-Governmental Organizations/Voluntary Organizations under the various schemes implemented for older persons during 2006-07, State/Union territory-wise are given in the enclosed statement-I. The proposals received with recommendation from the State Governments/UT Administrations are placed before the Screening Committee and the recommended cases are at different stages of processing.

(e) List containing details of funds released to the NGOs during the year 2005-06 NGO-wise & State-wise is enclosed as statement-II.

(f) In all, 15 new Old Age Homes have been set up during 2006-07. A list containing State/UT-wise details is enclosed as statement-III.

Statement-I

| Name of State/UT | Number of proposals received (upto 31.12.2006) |
|-------------------|--|
| 1 | 2 |
| Delhi | 3 |
| Orissa | 8 |
| Karnataka | 30 |
| West Bengal | 17 |
| Manipur | 8 |
| Nagaland | 3 |
| Arunachal Pradesh | 2 |
| Mizoram | 7 |
| Chhatisgarh | 2 |
| Haryana | 1 |
| Punjab | 3 |
| Uttaranchal | 9 |
| Maharastra | 9 |

| 1 | 2 | 1 | 2 |
|------------------|----|----------------|-----|
| Uttar Pradesh | 4 | Assam | 2 |
| Rajasthan | 15 | Madhya Pradesh | 7 |
| Himachal Pradesh | 6 | Tamil Nadu | 5 |
| Gujarat | 5 | Bihar | 1 |
| Andhra Pradesh | 30 | Total | 177 |

Statement II

Grant-in-aid released to NGOs under the Scheme of Integrated Programme for Older Persons during last years (2005-06)

Abbreviations:-

OAHs-Old Age Homes

DCCs-Day Care Centres

MMUs-Mobile Medicare Units

NISs-Non-Institutional Services

| S.No. | District | Name of the organisation | Project | 2005-06 |
|--------------------------|----------|---|---------------|---------|
| 1 | 2 | 3 | 4 | 5 |
| I. Andhra Pradesh | | | | |
| 1. | Anantpur | Nava Bharath Socio-Economic Development Society | OAH-1 | 1.36 |
| 4. | Anantpur | Rural Poor People's Welfare Society, D. No. 6-655-46-4, Maruti Nagar, | OAH-1 | 4.15 |
| 5. | Anantpur | Society for Welfare and Awakening in Rural Environment (SWARE), Kasireddy | DCC-2 | 3.91 |
| 6. | Anantpur | Sree Venkateswara Convent Educational Society, Door No. 12-5-41, Ubbayappa | OAH-1 | 2.76 |
| 8. | Cuddapah | (I) Chaitanya Educational & Rural Development Society, D. No. 2/10- (AI), | OAH-1 & MMU-I | 4.30 |
| 9. | Cuddapah | Community Development Society for Weaker Section, Mylavaram Road Near | DCC-1 | 1.98 |
| 10. | Cuddapah | Depressed Peoples Dev. Society, D. No. 3/166-A, (Nirmala MPHWF) Trg. | OAH-1 | 1.38 |
| 11. | Cuddapah | Dr. Ambedkar Dalithavarga Abhiruddi Sangam, 16/382, Gajula Street, Masapet- | OAH-1 | 2.76 |

| 1 | 2 | 3 | 4 | 5 |
|-----|---------------|--|---------------|-------|
| 12. | Cuddapah | Jagajeevan Balaheenavarga Abhiruddi Sangam, No. 6-45, Kateeb St. Vempalli | DCC-1 | 1.95 |
| 13. | Cuddapah | Rayalseema SC, ST & BC Dev. Society, D. No. 21-46-6, Teru Road, | MMU-1 | 1.54 |
| 16. | Cuddapah | Sri Venkateswara Socio-Economic Development Society, D. No. 10/556, | OAH-1 & DCC-1 | 4.72 |
| 17. | Cuddapah | Sree Krishna Devaraya Yuvajana Sangam, Lakshmi Narasimha Nagar, | OAH-1 | 2.76 |
| 18. | Cuddapah | Vijay Socio Economic Development Society, 6/779 (B2), Saraswatipuram, | DCC-1 | 0.97 |
| 19. | Cuddapah | Khadi Silk Gramodyoga Samithi, Mylavaram Road (Near Welcome Board), | OAH-1 | 2.66 |
| 21. | Chittoor | Jyothi Youth Association, 1-570, Reddi: Street, Kottamanchi-517001, Chittoor | DCC-1 | 0.97 |
| 24. | Chittoor | People's Action for Social Service, 10-14, Maruthi Nagar, Tirupati-517502, Chittoor | OAH-2 & MMU-1 | 7.88 |
| 25. | Chittoor | Peoples Organisation for Welfare and Education Ratification, D. No. 19-191, | DCC-1 | 0.97 |
| 26. | Chittoor | Rashtriya Seva Samithi, 9, Old Huzur Office Buildings, Tirupati-517501, | OAH-2 & DDC-9 | 22.34 |
| 27. | Chittoor | Sarvodaya Women Welfare Society, 16-13, Munireddy Nagar, Tirupati-517502, | OAH-1 & DDC-1 | 4.67 |
| 28. | Chittoor | Seva Bharathi, Behind Z.P.P.H School Tiruchanoor-517503, Chittoor Distt. | DCC-2 | 3.64 |
| 30. | Chittoor | Telugu Bharathi Manika Mandali, 16-521, Anjaneyswamy Temple Street, | OAH-1 | 1.34 |
| 32. | East Godavari | Association for the Care of the Aged, (I) D. No. 8-14-1, Redcross Street, | OAH-1 | 2.22 |
| 33. | East Godavari | Help the Women, Door No. 69-3-17 Nagavanam, Kakinada-533003, East | OAH-1 & DDC-1 | 2.36 |
| 34. | East Godavari | Pushkaramatha Convent Committee, D No. 35-2-9, Main Road, Rahajmundry, | DCC-1 | 0.97 |
| 35. | East Godavari | Sanjay Gandhi Memorial Orphanages Boarding Home, D. No. 103/1, Kanchara | OAH-1 | 1.38 |
| 38. | Guntur | Indira Memorial Weaker Section Dev. Society, D. No. 14-6-30/4, 4th Line | OAH-1 | 1.38 |

| 1 | 2 | 3 | 4 | 5 |
|-----|-----------|--|--------------|------|
| 39. | Guntur | Indira Priyadarshini Girijana Backward Class Mahila Mandali, Amarthalur (V), | OAH-1 | 1.38 |
| 40. | Guntur | International Christian Crusade (ICC) Social Service Association, | DCC-1 | 1.96 |
| 41. | Guntur | Cothapet Mahila Mandali, Pothuraju Van Chowk, Kothapet, Guntur-522001, Phone | OAH-1 | 1.38 |
| 42. | Guntur | Narasarpet Taluka Scheduled Tribes Youth Club, Vinukonda Road, St. | OAH-1 | 1.38 |
| 43. | Guntur | Naveena Adarsya Mahila Mandali, Krishnayapalem P.O. Mangalagiri | OAH-1 | 1.38 |
| 44. | Guntur | Omkar Rural Development Society, Door No. -5-10-15/A, 2/9, Brodipet, Guntur- | OAH-1 | 2.75 |
| 45. | Guntur | Prakasam Nagar Mahila Mandali, Behind Kugler Hospital, Prakasam Nagar, Guntur | DCC-1 | 1.96 |
| 46. | Guntur | Social Educational and Rural Development of Scheduled Castes, | OAH-1 | 2.70 |
| 47. | Guntur | Soniya Gandhi Harijana Girijana Balheena Vargamula Mahila Mandali, | OAH-1 DCC-1 | 2.36 |
| 48. | Guntur | Sree Sarda Mahila Vignana Samithi, Bapatla-522101, Guntur Distt. Phone- | OAH-1 DCC-1 | 4.60 |
| 49. | Guntur | Udayasri Mahila Samajam, D. No. 4-11-6, 2nd Line, Naidupet, Guntur-522007, | OAH-1 | 1.38 |
| 50. | Guntur | Kandrika Mahila Mandali, Kandrika, Phirangipuram-522529, Guntur Distt. | OAH-1 | 1.38 |
| 51. | Guntur | Sri Venkateshwara Mahila Mandali, Door No. 5-8-11/3, 2/7. Bordipet, Guntur- | OAH-1 | 2.76 |
| 53. | Hyderabad | Anuraag Human Services, Flat No. 202, II-Floor, Ushodaya Enclave, 27 & 28, | OAH-1 | 2.76 |
| 54. | Hyderabad | Mahila Dakshata Samithi, H. No. 8-3-430/1/21, NSC Employees Society, | DCC-1 &MMU-1 | 3.70 |
| 55. | Hyderabad | Sai Seva Sangh, Sathya Sai Sthira Nilayam, Plot No. 99, Road No. 12, | OAH-1 | 1.11 |
| 56. | Hyderabad | Social Integration for Rural Development, 896, Jayaprakash Nagar, Opp. State | OAH-1 | 1.38 |
| 57. | Hyderabad | Jyothi Welfare Association, H. No. 8-4550/93, Nataraj Nagar, Borabanda, | OAH-1 | 1.38 |

| 1 | 2 | 3 | 4 | 5 |
|-----|----------------|---|----------------------|------|
| 58. | Hyderabad | Hyderabad Zilla Mahila Mandalula Samakhya, Flat No. 409, Satya Sai Apartments, Srinivasa Nagar (East), Ameerpet, Hyderabad-500038 | OAH-1 | 2.13 |
| 60. | Khamman | Jayasree Mahila Sangam, Behind RCM Church, Madhira-507203, Khammam | DCC-1 | 1.96 |
| 61. | Khamman | Sri Triveni Educational Academy, Dool No. 5-1-18/1, Opp.- Court, Khammam, | DCC-1 | 1.38 |
| 62. | Krishna | Andhra Pradesh Girijana Sevak Sangh, Chandamamapet, Nandigama-521 185, | OAH- 1& DCC-1 | 4.72 |
| 63. | Krishna | Amma Vayovrudha Seva Sadenam, 1-89, Kesarapalli, (P.O.) Gannavaram | OAH-1 | 2.66 |
| 65. | Krishna | Integrated Development Agency (IDA), Ralthupet, Nandigama-521 185, Krishna | OAH-1 & MMU-1 | 4.94 |
| 66. | Krishna | Mahila Sangham, Rajendra Nagar, Gudivada, Krishna Distt. Phone No- | OAH-1 | 2.76 |
| 67. | Krishna | Mother Therissa Mahila Mandali, D. No 76-16-102, Ekavya Nagar, | DCC-1 | 1.85 |
| 69. | Krishna | Vasavya Mahila Mandali, Nasthik Kendram, Benz Circle, Vijayawada- | DCC-1 | 0.90 |
| 70. | Krishna | Bapuji Integrated Rural Development Society, Gaddamanugu, G. Konduru P.O. | OAH-1 | 2.76 |
| 71. | Kurnool | Asha Jyothi Edu. Society, H. No. 18-81A 3-3-1, Tribal Welfare Colony, Kallur | OAH-1 | 1.38 |
| 72. | Kurnool | Nav Bharat Educational Society, KVS Colony, Kothapeta, Dhone-518222 | OAH-&MMU-1 | 4.29 |
| 73. | Kurnool | Pratibha Educational Society, H. No. 13-83, Neeli Street, Nandyal-518501 | OAH-1 | 4.56 |
| 74. | Kurnool | Priyadarshini Mahila Mandali, H. No. 1/351, B.C. Colony, Banaganapalli- | OAH-1 | 2.76 |
| 75. | Kurnool | Rural Tribal Development Society, 18/118, Brahmin Street, Pattikonda- | OAH-1 | 1.38 |
| 76. | Kurnool | Rural Upliftment of Health and Educational Society, D.No. 9-51, K.V.S. | OAH-1 | 2.76 |
| 78. | Mahaboobna gar | Bethel Educational Society, Gandhinagar, Jadcherala-509301, Mehboobnagar Distt. | OAH-1 | 1.34 |
| 79. | Mahaboobna gar | Social Action for Social Development, Plot No. 41, Padmavathi Colony | OAH-1, DCC-1 & MMU-1 | 4.09 |

| 1 | 2 | 3 | 4 | 5 |
|------|---------------|--|---------------------------------|------|
| 80. | Mahaboobnagar | Navodaya Seva Sangam, H.No. 10-107, Nethaji Road, Jadcherla-509301, Distt. | OAH-1 | 1.38 |
| 82. | Mahaboobnagar | Swaraja Laxmi Organisation for Women, Sri Vasavi | OAH-1 | 1.38 |
| 83. | Mahaboobnagar | Sandhya Rural Welfare Society, Door No. 8-6-30, Padmavathi Colony, | OAH-1 | 1.38 |
| 84. | Mahaboobnagar | S.A.V. Gupta Educational Society, Old Bazar Road, Achampet-509375, | OAH-1 | 2.76 |
| 85. | Mahaboobnagar | Rural Social Welfare Association, H. No. 18-341, Behind New Bus Stand, Adjacent | OAH-1 | 1.38 |
| 88. | Nalgonda | Mahalaxmi Mahila Mandali, Devarakonda, Distt. Nalgonda, Phone- | OAH-1 | 3.42 |
| 89. | Nellore | Arya Dayananda Mahila Mandali, Kaluvoya, Nellore Distt. (Phone-08628- | OAH-1 | 1.38 |
| 90. | Nellore | Asthana-A-Chistia Mahila Mandali, Khajapeer Makhan, Chinna Bazar, | OAH-1 & DCC-1 | 2.76 |
| 91. | Nellore | Bharathi Mahila Voluntary Service Orgn. D.No. 11-3-33A, | OAH-1 | 1.38 |
| 92. | Nellore | The Divine (India), 6th Street, Chandramouli Nagar, Nellore- 524004, | OAH-1 | 1.38 |
| 93. | Nellore | Haritha Mahila Mandali Society D. No. 251/1592, Gowtham Nagar, 2nd Lane, | OAH-1 | 1.38 |
| 95. | Nellore | Indiramma Mahila Mandali, Dr. Zakir Hussain Nagar, Nellore-524001, Phone- | MMU-1 | 0.53 |
| 96. | Nellore | Nehru Bharathi Educational Institution, Jyothi Nagar, Vedayapalem, Nellore- | OAH-1 | 1.38 |
| 97. | Nellore | Polymers Educational Society, Indukurpet, Nellore-524314, Phone-0861 | OAH-2 (1 DCC changed to OAH) | 2.76 |
| 102. | Prakasam | 3 Men Academics, Nuthalapadu-523169, Parchur (Mandal), Prakasam Distt. Phone | OAH-1 | 1.38 |
| 103. | Prakasam | Adarsha Mahila Mandali, Vantavari Colony, Near R.T.C. Garage, Ongole, | OAH-1 | 2.76 |
| 104. | Prakasam | Arunodaya Mahila Mandali, Harijana Colony, Uppugunduru, Naguluppulapadu | DCC-1 | 0.97 |
| 105. | Prakasam | Chandra Vamsa Organisation for Rural Development, Nagulapalem, Parchur | OAH-1 | 1.38 |

| 1 | 2 | 3 | 4 | 5 |
|------|----------------|---|---------------|------|
| 106. | Prakasam | Indira Priyadarsini Mahila Mandali, Vittalnagar, Perala-523157, Chirala | DCC-1 | 1.96 |
| 107. | Prakasam | Lakshmi Mahila Mandali, Kothapet (V), Perala-Chirala- 523157, Vetapalem | OAH-1 | 2.76 |
| 108. | Prakasam | Mahila Mandali, Station Road, Chirala-523157, Prakasam Distt. Phone 08594 | OAH-1 | 2.76 |
| 109. | Prakasam | Netaji Yuva Kendra, Kammadoddi, Parchoor-523169, Parchur Mandal | OAH-1 | 2.76 |
| 111. | Prakasam | Priyadarshini Mahila Mandali, R. P. Road, 2nd Line, Ongole, Prakasam Distt. | DCC-1 | 1.90 |
| 112. | Prakasam | Sabari Girijana Mahila Mandali, Adusumali (Post)-523169, Parchur | DCC-1 | 1.85 |
| 113. | Prakasam | Samatha Maila Vedika, D. No. 8-52. Lawyerpet, Ongole-523002, Prakasam | OAH-1 & DCC-1 | 3.25 |
| 114. | Prakasam | Sree Mahalakshmi Mahila Mandali, Bandvari Street, Chirala-523155, | OAH-1 | 1.38 |
| 115. | Prakasam | Valmiki Seva Sangham, Cinnaganjam-523135, Prakasam distt, Pone-08594- | OAH-1 | 2.76 |
| 116. | Prakasam | Vasavi Educational society, 9/138, Subhash Road, Kanigiri-523230, | OAH-1 | 2.76 |
| 117. | Prakasam | Vutukuri Venkata Subbamma Welfare Society, Kotla Bazar, Chirala, Prakasam | DCC-1 | 1.96 |
| 118. | Prakasam | Sri Bhavani Mahila Mandali, Jandrapet, Chirala-523155, Prakasam Distt. | OAH-1 | 2.76 |
| 120. | Ranga Reddy | St. Antony's Educational Society, 15-8/3, Rajangara Colony, Mirjalguda, | OAH-1 | 1.38 |
| 121. | Ranga Reddy | Venkateswara Social Service Association, 15-8/2, Mirjalguda, Malkajgiri, R.R. | OAH-1 & DCC-1 | 4.72 |
| 122. | Ranga Reddy | Oldage Welfare Centre, 28, Huda Colony, Miyapur, Hyderabad- | OAH-1 MMU-1 | 5.35 |
| 123. | Secunderabad | Upkaar Dr. Pasupuleti Nirmala Hanumanatha Rao's Charitable Trust, | OAH-1 | 1.38 |
| 125. | Secunderabad | Rural Development Society Old Age Home for Women, Arya Nagar, Shanthi | OAH-1 | 2.68 |
| 127. | Vishakhapatnam | Kasturibai Gandhi Mahila Mandali, 44-28-3/1, Near Swathi Nursing Home | OAH-1 | 0.00 |

| 1 | 2 | 3 | 4 | 5 |
|------------------|---------------|---|----------------------|----------------|
| 128. | Visakhapatnam | Priyadarshini Service Organisation, D. No. 45-56-9, Salligramapuram | OAH-1 | 1.38 |
| 129. | Visakhapatnam | Sri Venkateswara Yuvajana Sangham, Kowuru (Post), -531114, Rolugunta | OAH-1 | 1.38 |
| 132. | West Godavari | St. Mary's Rehabilitation Centre for Orphan, Widows & Lepers, Elia Marg | OAH-1 | 1.38 253.27 |
| II. ASSAM | | | | |
| 133. | Cachar | WODWICHEE, P.O. Lakshirbond-788155, Distt. Hallakandi, (Phone-03844) | OAH-1 | 2.71 |
| 134. | Darrang | North Hirapara Women and Child Dev. Society, Darrang Distt. Assam | OAH-1 | 0.65 |
| 135. | Haila Kandi | WODWICHEE, P.O. Lakirbond-788155, Distt. Hallakandi, (Phone-03844- | MMU-1 | 0.13 |
| 136. | Haila Kandi | WODWICHEE, P.O. Lakshirbond-788155, Distt. Hallakandi, (Phone-03844- | OAH-1&DCC-1 | 4.72 |
| 137. | Haila Kandi | South Borbond Gram Unnayan Samity, Vill. & PO- Borbond, District- | DCC-1 | 1.96 |
| 138. | Morigaon | Barchala Grammya Sakharata Samity, Barachala, P.O. Barchala (Via)-Ra- | OAH-1 | 2.76 |
| 139. | Morigaon | Bahumaukhi Krishi Aru Samaj Kalyan Samity, Noor Nagar, P.O. Herapati, Via- Haibargaon, Nagaon Distt,-782002 | OAH-1 | 2.52 |
| 140. | Nagaon | Bahumukhi Krishi Aru Samaj Kalyan Samity, Noor Nagar, P.O. Herapati, Via- | OAH-2, DCC-1 & MMU-1 | 8.54 |
| 141. | Nagaon | Gram Vikas Parishad, At-Rangaloo, P.O. Jumarmur, Via-Kathiatoli, Distt. | DCC-1 MMU-1 | 3.50 |
| 142. | Nagaon | Sadau Asom Gramya Puthibharal Santha, Teliapatty Chanmari Road, P.O. | OAH-1 | 3.12 |
| 143. | Nagaon | All Assam Library Foundation, At-Aminpatty, P.O. Nagaon, Via-Sadar, | MMU-1 | 1.54 |
| 144. | Lakhimpur | Khorapattar Sammilita Yuvak Samaj, P.O. Sandahkhowa-787054, Distt. | DCC-1 | 1.96 |
| 145. | Lakhimpur | Lakhimpur Seva Sadan, War No.-8, North Lakhimpur, Lakhimpur Distt. | DCC-1 | 0.97 |
| 146. | Lakhimpur | Jagriti Sanmilita Unnayan Kendra, Bongalmora, P.O. Islamgaon, Distt. | MMU-1 | 2.03 |

| 1 | 2 | 3 | 4 | 5 |
|------|-----------|--|---------------|--------------|
| 147. | Kamrup | Dr. Ambedkar Mission, Vill. Dhopatari, P.O. Changsari, Distt. Kamrup-781101. | DCC-1 | 1.96 |
| 148. | Karimganj | Rogurtook Club and Library, P.O. Asal Kandli, Distt. Karimganj, | OAH-1 | 2.61 |
| 149. | Sonitpur | Surjadaya Yuba Sangha, 1 No. Dolabari, P.O. Kaliabhomora, Distt. Sonitpur | OAH-1 | 2.76 |
| | | | | 44.44 |
| | | IV. CHHATTISGARH | | |
| 150. | Raipur | Chhattisgarh Bal Avam Vridh Kalyan Parishad, Mana Camp, Raipur | OAH-1 | 3.55 3.55 |
| | | V. GUJARAT | | |
| 151. | Ahmedabad | Gujarat Kelavani Trust, Mangal Prabhat Building, Opp. St. Xavier's High School | OAH-1 | 2.66 2.66 |
| | | VI. HARYANA | | |
| 152. | Faridabad | Association for Welfare of Handicapped, Faridabad, Haryana | OAH-1 | 1.66 |
| 153. | Hissar | Gram Swarajya Sansthan, 196, Prem Magar, Hissar, Haryana (Tele: 01662- | DCC-1 | 0.98 |
| 154. | Jhajjar | Akhil Bhartiya Sant Haridas Samaj Sewa Sangh, H. No. 54/14, Coca-Cola Agency | DCC-1 | 0.71 |
| 155. | Jhajjar | Manav Avam Jan Kalyan Educational Society, H.No. 54/14, Coca Cola Agency | OAH-1 | 1.38 |
| 156. | Jind | Amar Jyothi Foundation, 1st Floor, Asstt. Treasury Office, Julana, Jind-126102, | OAH-1 & DCC-1 | 4.72 |
| 157. | Panipat | Lok Kalyan Foundation, Blue Jay Road, Samalkha, Distt. Panipat (Phone-01742- | DCC-1 & MMU-1 | 3.37 |
| 158. | Rohtak | Bhartiya Gram Sudhar Sabha, 228/29, Ram Gopal Colony, Rohtak (Phone- | DCC-1 | 1.06 |
| 159. | Rohtak | Haryana Nav Yuvak Kala Sangam, 48, Sector-1, Rohtak-124001 (Phone-01262- | DCC-2 | 3.92 |
| 160. | Rohtak | Haryana Gramin Vikas Samiti, H. No. 958/18, Gani Pura, P.O. Rohtak, Distt. | DCC-1 | 1.96 |
| 161. | Sonepat | Adarsh Saraswati Shiksha Samiti, Sant Garib Dass, Gali No. 2, Kakroi Road | DCC-1 | 1.91 |

| 1 | 2 | 3 | 4 | 5 |
|------|--------------|---|---------------|--------------|
| 162. | Sonepat | Samaj Kalyan Shiksha Samiti, Garhi Brahmanan, Ward No. 30, Sonipat- | OAH-1 | 1.38 |
| | | | | 23.05 |
| | | VII. HIMACHAL PRADESH | | |
| 170. | Sirmaur | Indira Ladies Club, Ranzor Palace, Nahan, Distt. Sirmour, | DCC-1 & MMU-1 | 3.42 |
| 171. | Lahaul Spiti | Tabo Ancient Monastery, The Institute of Studies in Buddhist Phylosophy, Lahaul | OAH-1 | 2.03 |
| 172. | Mandi | The Suket Senior Citizens Home (International) Trust, Mandi, H.P. | OAH-1 | 2.03 |
| | | | | 7.48 |
| | | VII. JAMMU AND KASHMIR | | |
| 173. | Rajouri | Social Welfare of India Organisation, H. No. 143, Vidhata Nagar, Bhatindee Road, | MMU-2 | 8.26 |
| 174. | Rajouri | National Development Institute, House No. 146, Vidhata Nagar, Bhatindee Road, | MMU-1 | 1.94 |
| | | | | 10.20 |
| | | IX. KARNATAKA | | |
| 175. | Bangalore | Dr. Sri Jachani Rastriya Sevapeeta, No. 49, H.B.Samaja Road, Basavanagudi, | OAH-1 | 2.11 |
| 176. | Bangalore | Mattadahally Jagajivanram Sarvodaya Sangha, No. 12, 11th Main 2nd Stage, | OAH-1 | 2.57 |
| 177. | Bangalore | Ambigar Chowdaiah Education Society, Konanakunte Cross, Vasantpura Main | OAH-2 | 5.53 |
| 178. | Bangalore | Sri Shathashruna Vidya Samasthe, Shridi Sai Baba Mandir Premises, Near | OAH-1 | 2.24 |
| 179. | Bangalore | Eshwar Education & Welfare Society, No. 1, Khatra 117, Assessment No. | OAH-1 | 2.71 |
| 180. | Bangalore | R.T.Nagar Educational Trust, 10/13, K.H.M Block, Ganganagar, Bangalore- | OAH-1 | 4.15 |
| 181. | Bangalore | Sarvodaya Service Society, Near Evergreen School,, Vijayapura, | OAH-1 | 4.04 |
| 182. | Bangalore | Vidyaranya Education & Development Society, Mandur, Virgonagar (Via), | OAH-1 | 2.76 |

| 1 | 2 | 3 | 4 | 5 |
|------|--------------|---|---------------|------|
| 183. | Belgaum | Ramalingeeswar Grambhiruddi Sangh, At & Post- Udikeri-591104, Taluka- | OAH-1 & MMU-1 | 4.12 |
| 184. | Belgaum | Shri Mallikarjun Jan Seva Society, Plot No. 96, Sector No. II, C.T.S. No. 8964, | OAH-1 | 2.74 |
| 185. | Bidar | Chywan Ayurvedic Education Society, Ashwini Nivas, "Near Forest Nursery, | OAH-1 | 2.76 |
| 186. | Bidar | B.R. Ambedkar Cultural & Welfare Society, H. No. 7-3-31, Bheem Nagar, | OAH-1 | 2.76 |
| 187. | Bidar | Sangram Education Society, E.W.S., 90, Hudco Colony, Bidar-585401, (Phone- | OAH-1 | 2.66 |
| 188. | Bidar | Nittur Education Society, Nittur, Tq. Bhalki, Distt- Bidar, (Phone- 0848- | OAH-1 | 2.76 |
| 189. | Bidar | Sri Sirdi Sai Baba Sikshana Samasthan, Gadavanthi, Taluk-Humnabad Distt. | OAH-1 | 2.76 |
| 190. | Bidar | Shiveela Women's Welfare Association, H. No. 11-2-172, Bethlehem Colony, | OAH-1 | 2.70 |
| 191. | Bellary | Adarsha Education Society, Sanganakal, Bellary-583103, (Phone-9448110180, | OAH-1 | 3.87 |
| 192. | Bijapur | Sri Sharana Jyoti Vidya Samsthe, Talikoti, Tq. Muddebihal, Distt. Bijapur | OAH-1 | 2.76 |
| 193. | Bijapur | B.R. Ambedkar Cultural & Welfare Society, H. No. 7-3-31, Bheem Nagar, | OAH-1 | 2.03 |
| 194. | Chitradurga | Sree Sadguru Kabeeranandaswamy Vidyapeetha, Kabeerananda Nagar, | OAH-1 | 2.28 |
| 195. | Chitradurga | Niranthara Jana Seva National Education Reh. And Rural Dev. Organisation, | OAH-1 | 2.76 |
| 196. | Chickmagalur | Annapurna Association, Chintamani Nagar, Harihar, Davangere Distt | OAH-1 | 2.76 |
| 197. | Davangere | Sri Maitri Association, Sugar Factory Road, Doddabathi Post- 577566, | OAH-1 | 4.77 |
| 198. | Davangere | Sri Shakti Association, Guttur Colony, Harihar-577601, Davangere Distt (Phone- | OAH-1 | 4.77 |
| 199. | Dharwad | Sneha Education and Development Society, Shivananda Nagar, Hubli, | OAH-1 | 1.38 |
| 200. | Gadag | Sri Surabee Manliha Mandal, | OAH-1 | 2.03 |

| 1 | 2 | 3 | 4 | 5 |
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| 201. | Gulbarga | Mahaboob Subhani Education Trust, New Jeelanabad, Gulabarga, | OAH-1 | 8.04 |
| 202. | Gulbarga | Shri Sangameshwar Education Society, Plot No. 3/4, Gandhi Galf Lay Out, | OAH-1 | 2.76 |
| 203. | Gulbarga | Hyderabad Karnataka Palitha Womens Educational Samiti, Gulbarga | OAH-1 | 4.15 |
| 204. | Gulbarga | Sharanara Nadu Education Society, Mahadeva Nagar, Shaika Roza, Gulbarga | OAH-1 | 2.76 |
| 205. | Hassan | Vidyaranya Education & Development Society, Mandur, Virgonagar (Via), | OAH-1 | 1.97 |
| 206. | Haveri | Kamala Nehru Education Trust, No. 3793, M.C.C. 'B' Block, Davangere Distt. | OAH-1 | 2.01 |
| 207. | Kodugu | Sri Shakti Association, Guttur Colony, Harihar-577601, Davangere Distt (Phone- | OAH-1 | 2.03 |
| 208. | Kolar | Shri Ramana Maharishi Trust for Disabled Persons, Parandahally, Via- | OAH-1 & MMU- | 7.07 |
| 209. | Kolar | Sri Swamy Sarvadharmas Sharanalaya Trust, Sultanpet, Nandi Post, | OAH-1 | 1.38 |
| 210. | Kolar | Sri Vishnu Education Society, Chokkanahalli, Yenigadale Post, | OAH-1 | 2.76 |
| 211. | Mandya | Poornima Vidya Samasthe, Arakere, S.R. Patna Taluk, Mandya-571415 | OAH-1 | 4.15 |
| 212. | Mandya | Jnana Sindhu Home for Senior Citizens, Shankrappa Layout, Hallahalli, Mandya- | OAH-1 | 4.01 |
| 213. | Raichur | Sri Veerabhadreshwara Rural Dev. Education Society, Dengi Galli, | OAH-1 | 2.76 |
| 214. | Shimoga | Lalitha Academy, Shivakumar Swamynagar, Distt. Davangere | OAH-1 | 2.76 |
| 215. | Tumkur | Rural Organisation Social & Educational Society, Muniyamma Nilaya, Belagumba | OAH-1 | 2.76 |
| 216. | Tumkur | Sri Swamy Sarvadharmas Sharanalaya Trust, Sultanpet, Nandi Post, | OAH-2 | 2.76 |
| 217. | Uttarkannada | Shri Mallikarjun Jan Seva Society, Plot No. 96, Sector No. II, C.T.S. No. 8964 | OAH-1 | 2.76 |
| | | | | 135.67 |

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| | | X. KERALA | | |
| 218. | Calicut | Association for Welfare of the Handicapped, P.Box No. 59, 17/194A, | DCC-1 & MMU-1 | 2.63 |
| 219. | Kochi | Welfare Services Ernakulam, Ponnuranni, Vyttila P.O. Kochi-682019 | OAH-1 & MMU-1 | 4.55 |
| 220. | Kollam | International Centre for Study and Development (ICSD), Shangrila Hills | OAH-1 | 3.39 |
| 221. | Ernakulam | Karuna Bhavan Social Centre Sreemoolanagar, Kalady, Ernakulam | OAH-1 | 1.11 |
| 222. | Kollam | Mata Amritanandamayi Math, Kollam, Kerala | OAH-1 | 2.27 |
| | | | | 13.95 |
| | | XI. MADHYA PRADESH | | |
| 223. | Indore | Mahila Utkarsh Sansthan, Vrindavan Colony, Indore. | OAH-1 | 4.89 |
| 224. | Reewa | Nivedita Kalyan Samiti, 13/164, Manas Nagar (Bara), Distt- Reewa, | OAH-1 | 2.76 |
| | | | | 7.65 |
| | | XII. PUNJAB | | |
| 225. | Amritsar | Bhai Vir Singh Birth Ghar, Jandiala Road, Tam Taran-143410, Amritsar | OAH-1 | 2.25 |
| 226. | Bhatinda | Gyandeep Shiksha Samiti, Shastri Gali No., Amrik Singh Road, Bhatinda, | DCC-1 | 1.82 |
| 227. | Ferozpur | Akhil Bhartiya Jan Seva Samiti, Dasmesh Nagari, Kandwala Road, Abohar-152116, | DCC-1 | 0.97 |
| 228. | Ferozpur | Lok Sewa Sansthan, Variyam Nagar, Abohar-152116, Distt. Ferozpur, | DCC-1 | 2.94 |
| 229. | Hoshiarpur | Bhai Ghanaiya Charitable Trust, 372/4, Gobind nagar, P.O. Urmur, Distt. | DCC-1 | 1.26 |
| 230. | Jalandhar | Mahila Mandal, Vill + P.O. Bundala, Distt. Jalandhar (Phone-01826-70924) | DCC-1 | 1.89 |
| 231. | Ludhiana | Gurunanak Charitable Trust, Gumat Bhawan, Hamek Nagar, Mullanpur | DCC-1 | 1.72 |
| 232. | Mansa | Mahila Kalyan Samiti, Rodki Road, Sardulgarh-151507, Distt-Mansa, (Phone) | DCC-1 | 1.87 |

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| 233. | Muktsar | Vridh Ashram, Jalalabad Road, Muktsar-152026,(Phone—01833-262947) | OAH-1 | 2.28 |
| 234. | Ropar | Social Work & Rural Dev. Centre, VPO-Nurpur Bedi, Distt. Ropar-140117 | DCC-1 | 0.97 |
| 235. | Amritsar | All India Salai Kadai Kender Society, Gurdaspur, Punjab | OAH-1 | 1.11 |
| 236. | Gurdaspur | Isha Handicapped Welfare Society, Gudaspur, Punjab | OAH-1 | 1.74 |
| | | | | 20.82 |
| | | XIII. DELHI | | |
| 237. | DELHI | Association of National Brotherhood for Social Work, 21-22, New Rohtak Road, Karol Bagh. New Delhi- 110005 | MMU-1 | 4.13 |
| 238. | DELHI | Helpage India, C-14, Qutab Institutional Area, New Delhi- 16 | MMU-16 | 122.15 |
| 239. | DELHI | Manav Propkari Sanstha, A-74, Street No. 2, Mahipal Pur, New Delhi | MMU-1 | 2.31 |
| 240. | DELHI | Nari Utthan Samiti, Maujpur, Delhi-92. | DCC-1 | 1.96 |
| 241. | DELHI | Healing Touch, Uttam Nagar | Innovative Programme | 0.66 |
| | | | | 131.21 |
| | | XIV. PONDICHERRY | | |
| 242. | Pondicherry | St. Joseph of Cluny (Home for the Aged), Hospice, Convent, 2, Laporte Street, | OAH-1 | 3.82 |
| 243. | Pondicherry | St. Joseph Convent Hospice, 33, Jawahar Lal Nehru Street, Karaikal-609602, | OAH-1 | 2.95 |
| 244. | Pondicherry | Immaculate Heart of Mary Home for Aged, Aiankuppam, Pondicherry | OAH-1 | 2.16 |
| | | | | 8.93 |
| | | XV. MANIPUR | | |
| 245. | Bishnupur | Kumbi Khullakpam Leikai Women's Assocn., B.P.O. & P.S.-Kumbi Bazar, | OAH-1 | 2.76 |
| 246. | Chandel | Centre for Rural Upliftment Services Wangbal Canal Maya, P.O.-Thoubal | DCC-1 | 1.90 |

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| 247. | Chandel | Social Agriculture & Rural Dev. Agency Kotienphai P.O. Pallel 795135 Chandel | OAH-1 | 1.33 |
| 248. | Churachandpur | Tribal Upliftment Association, AE quarter No.-II, Type-TV, opposite Social | OAH-3 | 6.20 |
| 249. | Imphal (East) | Ima Leimarel Women Welfare Assocn. Kongba Nongthombam Leikai, P.O.- | OAH-1 | 1.38 |
| 250. | Imphal (East) | Rural Downtrodden People Upliftment Society, Moirangkhom Kabul Khul, P.O.- | OAH-1 | 1.36 |
| 251. | Imphal (West) | All Thangmeiband Women's Welfare Association, Thangmeiband, Imphal- | DCC-1 | 1.96 |
| 252. | Imphal-(West) | Bashikhong Chanura Shilon Lap, Bashikhong Kitnapung, Imphal-1 (Near | OAH-1 | 1.38 |
| 253. | Imphal (West) | Human Resource & Infrastructures Dev. Orgn., Jupiter building, Near Old | DCC-1 | 0.97 |
| 254. | Imphal (West) | Integrated Rural Development Agency, Hangul, P.O. Mayang, Imphal-795132 | DCC-1 | 1.96 |
| 255. | Imphal (West) | The Manipur SC Welfare Association, Masjid Road, Paona Bazar, Imphal- | OAH-1 | 4.47 |
| 256. | Thoubal | Centre for Rural Development, Cherapur Maiyai Leikai, P.O. wangjing Thoubal | OAH-1 | 1.38 |
| 257. | Thoubal | Integrated Rural Development and Educational Organisation, Wangbal, P.O. | OAH-1 | 4.00 |
| 258. | Thoubal | Centre Rural Upliftment Service, Kiyam, Thoubal, Manipur | DCC-1 | 1.96 |
| 259. | Thoubal | Jamia Educational Society, Sangaiyumpham Cherapur, Thoubal | OAH-2 (1 OAH at Chandel Distt) | 2.76 |
| 260. | Thoubal | New Integrated Rural Management Agency (NIRMA), Nungphou Bazar, | OAH-2 | 5.53 |
| 261. | Thoubal | Rural Dev. Society, R.D.S Bhawan, Wangjing Bazar, wangjing-795148, | MMU-1 | 1.54 |
| 262. | Thoubal | Rural Industries Dev. Assocn., Wankhem, P.O.-Thoubal, | DCC-2 | 1.96 |
| 263. | Thoubal | Rural Medical Institute, Mayeng lamjao, B S Road, Langmeidong, Kakching- | MMU-1 | 1.52 |
| 264. | Thoubal | Social Dev. And Rehabilitation Council, BPO- Phouden, P.O./District-Thoubal | DCC-1 | 1.96 |

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| 265. | Thoubal | Social Environment & Rural Tech. Council, Pallel, Kottienphai, P.O.-Pallel | DCC-1 | 0.97 |
| 266. | Thoubal | Society for Women's Ed. Action & Reflection, Athokpam Khunou, P.O. | DCC-1 | 0.97 |
| 267. | Thoubal | South Eastern Rural Dev. Organisation, Sangeiyumpham Wanging Manipur | OAH-1 | 1.38 |
| 268. | Thoubal | The Rural People's Dev. Orgn., Heirok Pt II, Thokchom Leikai, Thoubal District | OAH-1 & DCC-1 | 4.72 |
| 269. | Thoubal | The United Hill Peoples Dev. Society, Naga River colony, H.No.-2 2nd BNM.R. | OAH-1 | 2.76 |
| 270. | Thoubal | United Rural Dev. Services, H.O.-Heirokheitupokpl, Thoubal Dist, P.O.- | OAH-1 | 2.76 |
| 271. | Thoubal | Volunteers for Rural Health & Action, H.O.-Lamding, P.O.- Wangjing, Manipur | DCC-1 | 1.96 |
| 272. | Toubal | Wangjing Women & Girls Society, P.O.-Wanjing, Thoubal Dist., Manipur-795148 | DCC-7 | 12.88 |
| 273. | Thoubal | Youth Progressive Orgn., Leishangthem, P.O.-Thoubal, BPO- Leishangthem, | OAH-I&NIS-I | 3.27 |
| 274. | Tamenglong | Community Development Association, Tamenglong, Manipur | OAH-1 | 0.88 |
| | | | | 80.83 |
| | | XVI. TAMIL NADU | | |
| 275. | Chennai | Annai Illam, 34, East Mada Street, Mylapore, Chennai-600004 | OAH-1 | 2.27 |
| 276. | Chennai | Kalaiselvi Karunalaya Social Welfare Society, 124, Purasawalkam High Road, | OAH-1, DCC-4 & MMU-1 | 11.99 |
| 277. | Chennai | Mclevy Instt. of Dev. Services, 46 Muthu Street, santhome, Chennai-600004, | DCC-1 | 1.71 |
| 278. | Cudalore | Meyvazhi Tamizh Sabai, Srimushnam-608703, Cuddalore Distt. | DCC-1 | 2.60 |
| 279. | Cudalore | Society for the Improvement of Weaker Section, Chidambaram, Cuddalore, T.N. | OAH-2 | 11.04 |
| 280. | Dindigul | Dindigul Multipurpose Social Service Society, Dindigul, Tamil Nadu | OAH-1 | 2.00 |
| 281. | Erode | Centre for Action & Rural Education, 55, Kambar Street, Teacher's Colony, Erode | MMU-1 | 1.62 |

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| 282. | Kanchipuram | Brundavanam Ed. Social Trust, H397 Sannathi Street, Maduranthagam, | MMU-1 | 1.54 |
| 283. | Kanchipuram | Bureau for Integrated Rural Dev. (BIRD), Polambakkam-603309, Kanchipuram | OAH-1 | 5.42 |
| 284. | Kanchipuram | Duraisamy Generous Social Ed. Society, Vilvarayanallur, Pakk. Post | OAH-1 | 1.36 |
| 285. | Kanyakumari | Home for the Aged, Pilankalai, Mekkamandapam, Kanyakumari Dist- | OAH-1 | 2.14 |
| 286. | Kanyakumari | Promote organisation to viable venture of empowering the rural, Agasteeswaram | OAH-1 | 2.59 |
| 287. | Karur | Health Education and Dev. Society, Nallur Post, Karur Distt. | OAH-1 | 2.76 |
| 288. | Madurai | Kendra for Integrated Rural and Urban Peoples Action, Thiruppallai post | OAH-1 | 2.76 |
| 289. | Namakkal | Women Org. for Rural Development, Post Bag No. 1, Pandamangalam Po, P. | OAH-1 | 2.76 |
| 290. | Nagapattinam | Avvai Village Welfare Society, Kilvelur, Nagapattinam Dist., Tamilnadu | OAH-1 & DCC-1 | 0.97 |
| 291. | Nagapattinam | Karunalaya Saraswathi Nilam, Nagapattinam Road, | OAH-1 | 1.38 |
| 292. | Nagapattinam | Nehru Social Ed. Centre, Ayakkaranpulam-ii-614707, Vedaranyam | OAH-1 | 4.15 |
| 293. | Nagapattinam | Society for Rural Dev., 3/76, Main Road, Neelapadi, Athipulir Post, nagapattinam | OAH-1 DCC-1 | 1.69 |
| 294. | Perambalur | Periyar Kudli, Padalur-621109, Perambalur Dist., Tamilnadu | OAH-1 | 3.68 |
| 295. | Pudukkottai | Development Education for Rural Mass, 2885/2, West Main Street, Pudukotai | OAH-1 | 1.38 |
| 296. | Pudukkottai | Grama Suyaraj, 666, 6th Cross Shanmuga Nagar, Uyyakondan Thirumalai, Trichy | OAH-1 & DCC-2 | 5.26 |
| 297. | Pudukkottai | Oazoane, 32-A, Agraharam, aranthangi-614616, Pudukotai Dist., Tamilnadu | OAH-1 | 1.23 |
| 298. | Pudukkottai | Rural Education for Community Organisation, T.S.No.6922, Brahadambal | OAH-1 | 1.38 |
| 299. | Salem | Gandhi Peace Centre, 278, CDR Varadarajalu St., Jothi Nagar, Athur | OAH-1 | 2.76 |

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| 300. | Sivaganga | Singampatty Grama Munetra Sangam, Selvam Farm, Solapuram(Post) Sivaganga | OAH-1 | 2.76 |
| 301. | Sivaganga | Society for Rural and Urban Women's Renaissance Activities(SRUWRA), 16- | OAH-1 | 2.76 |
| 302. | Thanjavur | Margaret Social Dev. Society, 1354/4 New Vanakkara Street, | DCC-1 | 1.96 |
| 303. | Thanjavur | Mercy Miruna Old Age Home, (Attached to Sri Venkateswara Orphanage, | OAH-1 | 2.76 |
| 304. | Thanjavur | Sri Victoria Educational Society Puddukottai Road, Mathakottai Village, | OAH-2 | 5.53 |
| 305. | Theni | Gramian Sangh Trust, Eshwaran Temple Opp, 331 P.T. Rajan Nagar, P.O. | DCC-1 | 1.40 |
| 306. | Theni | Yuvak Vikas Kendra, Shasthan Nilayam P.T.R. colony, Uthamapalayam. Theni | OAH-1 | 2.76 |
| 307. | Thiruvarur | Bharathamatha Family Welfare Foundation, 5 A, Keezhaveethi, | OAH-1 | 3.88 |
| 308. | Thiruvarur | Bharathi Women Dev. Centre, 28 Kannagi Vilas Building, Thiruvarur | OAH-1 DCC-1 | 4.65 |
| 309. | Thiruvarur | National Mother & Child Welfare Orgn. 27, South Main street, Thiruthuraipundi- | OAH-1 | 2.76 |
| 310. | Tirunelveli | Arasan Rural Development Society, 129 Anna salai, kalakad, tirunelveli distt.-. | OAH-1 | 2.76 |
| 311. | Tiruvallur | Rashtriya Seva Samithi, 9, Old Huzur Office Buildings, Tirupati-517501, | OAH-1 | 2.76 |
| 312. | Tiruvannamalai | Neo Education Social Awareness and Management Society (NESAM), Rose | DCC-1 | 1.85 |
| 313. | Triuchirappalli | Krishna's Home, Thiruvellarai-621009, Thiruchirappalli Dt., Tamilnadu | OAH-1 | 2.76 |
| 314. | Triuchirappalli | Jaya Balwadi Educational Society, Aravakarichi Patti Village, Asur Post- | OAH-2 & DCC-1 | 7.49 |
| 315. | Triuchirappalli | The Society organised for Promotion of Rural Tribal & Downtrodden, M-3/1, | OAH-1 | 2.76 |
| 316. | Triuchirappalli | The Tamil Nadu Pengal Nala Sangam, Annai ashram Complex, Vinoba Nagar, | OAH-1 | 1.74 |
| 317. | Triuchirappalli | Thiruchirappalli rural and Urban Welfare Dev. Education Society, Sundar Nagar, | OAH-1 | 1.38 |

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| 318. | Triuchirappalli | Vidivelli Rural Development Society, 325, Indira Nagar, Manappoarai, Trichy, | OAH-1 | 1.38 |
| 319. | Vellore | Organisation for Rural Development, Arumugam Nagar, Ariyur Post, Vellore | OAH-1 | 2.22 |
| 320. | Vilupuram | Annai Karunalya Social Welfare Association, Ann Nagar Narikuravar | OAH-1 | 2.76 |
| 321. | Virudhnagar | Rectitude and Integrated for Community establishment, 5, North Samanthapuram | DCC-1 | 1.96 |
| 322. | Nilgiri | SARAS Trust, Ooty, Nilgiri, Tamil Nadu | OAH-1 | 0.87 |
| | | | | 142.35 |
| | | MAHARASHTRA | | |
| 323. | Ahmednagar | Arunoday Baliuddeshiya Gramin Vikas Sanstha. | OAH-1 | 2.76 |
| 324. | Bhandhra | Bharatiya Aushadi Anusandhan Sanstha | MMU-1 | 1.95 |
| 325. | Latur | Bal Vikas Mahila Mandal | OAH-1 | 2.94 |
| 326. | Nanded | Dr. Babasaheb Ambedkar Shikshan Prasarak Sanstha | OAH-1 | 2.75 |
| 327. | Parbhani | Panchshil Shikshan Prasarak Mandal | DCC-1 | 0.97 |
| 328. | Yavatmal | Late Ramesh Jadhav Shikshan & Krida Prasarak Mandal | OAH-1 | 1.38 |
| 329. | Deopur | Lok Bhagini Seva Mandal, Deopur, Maharashtra | OAH-1 | 1.97 |
| 330. | | Shri Krishna Mahila Bal Kalyan Avam Purnvasam Vikas Mandal | OAH-1 | 2.03 |
| | | | | 16.75 |
| | | NAGALAND | | |
| 331. | Kohima | Good Samaritan Women Society Kohima, Nagaland | OAH-1 | 2.03 |
| | | ORISSA | | |
| 332. | Angul & Dhenkanal | Gram Seva Mandal | OAH-1 & DCC-6 | 5.87 |
| 333. | Angul | Voluntary Institute for Rural Development (VIRD) | DCC-1 | 1.96 |
| 334. | Balangir | Gram Mangal Pathagar | OAH-1 | 2.76 |

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| 335. | Kendrapara | Orissa Multipurpose Dev. Centre | OAH-1 & DCC-3 | 5.70 |
| 336. | Khurda | Council for All Round Dev. of Society | DCC-2 | 1.95 |
| 337. | Khurda & Puri | Organisation for Social Change & Rural Dev. | OAH-1, DCC-2 & MMU-1 | 4.02 |
| 338. | Cuttack | Banki Anchalika Adivasi Harijan Kalyan Parishad | DCC-3 | 8.81 |
| 339. | Cuttack | Basudev Pathagar | OAH-1 & DCC-1 | 7.08 |
| 340. | Dhenkanal | Arun Institute of Rural Affairs (AIRA) | DCC-5 | 12.55 |
| 341. | Dhenkanal | Maharishi Dayanad Service Mission | OAH-1 & DCC-4 | 9.35 |
| 342. | Dhenkanal | Society for Rural Advancement & Democratic Humanitarian Action | OAH-1 | 2.56 |
| 343. | Jajpur | Asha Nayakam Seva Sangha | DCC-5 | 8.43 |
| 344. | Jajpur | Jayanti Pathagar | DCC-1 | 1.93 |
| 345. | Kalahandi | Shree Ramakrishna Ashrama | OAH-1 | 5.37 |
| 346. | Kendrapada | Cuttack Jila Harizan Adivasi Sanskar Yojna | 2DCC | 5.87 |
| 347. | Kendrapada | Lutheran Mahila Samiti | OAH-1 & DCC-1 | 4.72 |
| 348. | Kendrapada | Jankalyan Sewa Sanstha | OAH-1 | 2.76 |
| 349. | Keonjhar | Bishnupriya Balashram | OAH-1 | 1.38 |
| 350. | Khurda | Bhairvai Club | OAH-1DCC-1 | 7.05 |
| 351. | Khurda | Union for Learning Training & Reformative Activities (ULTRA) | OAH-1 DCC-1 MMU-1 | 3.02 |
| 352. | Khurda | Padma Sri Society | DCC-1, | 1.93 |
| 353. | Koraput | Gandhian Institute of Technical Advancement | OAH-1 | 2.76 |
| 354. | Nayagarh | National Institute of Tribal Welfare & Social Action | OAH- 1& DCC-1 | 10.02 |
| 355. | Nayagarh | Aneth Parityekta Balshram | OAH-1 | 2.76 |
| 356. | Nayagarh | Janvikash | OAH-1, DCC-1 | 6.10 |
| 357. | Phulbani | Banabasi Seva Samithi | OAH-1 | 5.40 |
| 358. | Phulbani | Subhadra Mehtab Seva Sadan | OAH-1 & DCC-1 | 4.22 |
| 359. | Puri | Association for Voluntary Action | OAH-1, DCC-5 & MMU-1 | 14.97 |

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| 360. | Puri | Bankeshwari Juva Sangha | OAH-1, DCC-1 | 2.36 |
| 361. | Puri | Nilachal Seva Pratisthan | OAH-2 & DCC-5 | 13.24 |
| 362. | Puri | Ratnachira | OAH-1 | 2.76 |
| 363. | Puri | Surakhya | OAH-1 | 3.72 |
| 364. | Puri | Jai Kishan Youth Club | OAH-1 | 2.76 |
| 365. | Mayurbhanj | Rural Development Action Cell | OAH-1 | 2.68 |
| 366. | Sambalpur | National Resources Centre for Women Development | OAH-1 | 1.38 |
| 367. | Raygarh | Shakti Organisation, Distt. Rayagada, Orissa | OAH-1 | 1.34 |
| 368. | Puri | Association for Voluntary Action, Puri, Orissa | OAH-1 | 0.88 |
| 369. | Balasore | Shri Madan Mohan Jew Priti Ashram, Balasor, Orissa | OAH-1 | 0.87 |
| 370. | Jajpur | Laxminarayan Harijan and Adibasi Backward Dev Society, Jajpur, Orissa | OAH-1 | 3.92 |
| | | | | 187.21 |
| | | RAJASTHAN | | |
| 371. | Alwar | Jan Vikas Sanchalan Samiti | OAH | 2.76 |
| 372. | Kota | Rajasthan Anusuchil Jati mahila Evam Vikas Samiti | OAH-1 | 2.76 |
| 373. | Sri Ganga Nagar | Nehru Model School Samitee | DCC-1 | 1.96 |
| 374. | Sri Ganga Nagar | Manohar Bal Mandir samitee | OAH-1 | 2.76 |
| | | | | 10.24 |
| | | TRIPURA | | |
| 375. | West Tripura | Abalamban | OAH-1 | 2.15 |
| 376. | West Tripura | All Tripura SC, ST & Minority Upliftment Council | OAH-1 & DCC-5 | 2.82 |
| 377. | West Tripura | Minority Development Organisation | OAH-1 | 2.76 |
| | | | | 7.73 |
| | | UTTAR PRADESH | | |
| 378. | Allahabad | Adarsh Janta Shiksha Samiti | OAH-1 | 2.76 |
| 379. | Allahabad | Arya Kanya Vidyalaya Samiti | OAH-1 | 2.76 |

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| 380. | Allahabad | Dalit Manav Utthan Sansthan | OAH-1 | 2.76 |
| 381. | Allahabad | Gram Vikas Shiksha Samiti | DCC-1 | 2.76 |
| 382. | Allahabad | Gramya Vikas Sansthan | DCC-1 | 3.92 |
| 383. | Allahabad | Gram Vikas Sewa Sansthan | DCC-1 | 1.96 |
| 384. | Allahabad | Mahila Udyog Prashikshan | OAH-1 & DCC-1 | 2.76 |
| 385. | Allahabad | Tilak Shakshik Samiti | OAH-1 & DCC-1 | 2.76 |
| 386. | Allahabad | Gaurav Jan Kalyan Samiti | OAH-1 | 2.76 |
| 387. | Barabanki | Mahila Vikas Evam Bal Vikas Shiksha Samiti | DCC-1 | 1.35 |
| 388. | Barabanki | Nirbal Samaj Kalyan Sansthan | OAH-1 | 1.38 |
| 389. | Barabanki | Manav Vikash avam Sewa sansthan | DCC-1 | 0.97 |
| 390. | Deoria | Mahila & Bal Vikas Samiti | OAH-1 | 1.96 |
| 391. | Ghaziabad | Gurukul Vidyapeeth Pushpavati | OAH-1 | 2.76 |
| 392. | Gonda | Sangam Vikas Sewa Sansthan | OAH-1 | 1.33 |
| 393. | Gorakhpur | Asahay Vikas Parisad | OAH-1 | 1.38 |
| 394. | Hardoi | Sarvajanik Shiksonnyan Sansthan | OAH- 1& DCC-1 | 2.76 |
| 395. | Kushinagar | Mahila Evam Bal Vikas Samiti | OAH-1 | 0.97 |
| 396. | Lucknow | Nirvan Samaj Kalyan Sanstha | DCC-2 | 1.96 |
| 397. | Lucknow | Samaj Sewa Sansthan | DCC-1 | 0.97 |
| 398. | Lucknow | Sudha Prashikshan Vikas Sansthan | DCC-1 | 1.38 |
| 399. | Moradabad | M.A. Public School Samiti, Kajipur | OAH-1 | 0.97 |
| 400. | Pratapgarh | Pratapgarh Mahila Kalyan Avam Shiksha Samiti | OAH-1 & DCC-1 | 4.72 |
| 401. | Pratapgarh | Ganga Prasad Samarak Mahila Kalyan Sansthan | OAH-1 & DCC-1 | 4.72 |
| 402. | Pratapgarh | Sujakhar Gramodhyog Vikas Sansthan | DCC-1 | 1.96 |
| 403. | Rampur | Jawahar Jyoti Shiksha Evam Gramya Vikas Samiti | OAH-1 & DCC-1 | 7.08 |
| 404. | Sultanpur | Jan Vikas Sansthan | DCC-1 | 1.96 |
| 405. | Unnao | Adarsh Sanskritik Satsang Kala Kendra | OAH-1 | 0.97 |
| 406. | Unnao | New Public School Samiti | OAH-1 & DCC-2 | 3.34 |

| 1 | 2 | 3 | 4 | 5 |
|------|---------------|---|----------------------|-------|
| 407. | Sidharthnagar | Gram Vikas Sansthan | OAH-1 | 1.31 |
| | | | | 71.40 |
| | | UTTARANCHAL | | |
| 408. | Dehradun | Gramya Mahila Kalyan Sansthan, Dehradun | OAH-1 | 2.76 |
| 409. | Dehradun | Uttarakhand Shoshit Mahila Uthan Samiti | OAH-1 & DCC-3 | 11.72 |
| 410. | Tehri | Kailash Gramya Vikas Sansthan | DCC-1 | 0.00 |
| 411. | Bageshwar | Pravartiya Nav Jagran Samiti | OAH-1 | 2.28 |
| 412. | Nanital | Nirvan | DCC-1 | 1.96 |
| | | | | 18.72 |
| | | WEST BENGAL | | |
| 413. | Bankura | Vivekananda Adibasi Kalyan Samiti | MMU-1 | 2.88 |
| 414. | Burdwan | Central Scheduled Castes & Tribal Welfare Association | OAH-1 | 2.76 |
| 415. | Kolkata | All India Federation of Scheduled Castes, Tribes & Minorities | MMU-1 | 1.54 |
| 416. | Kolkata | All Bengal Women's Union | OAH-1 | 1.14 |
| 417. | Kolkata | Calcutta Matropolitan Instt. of Gerontology | DCC-2 & MMU-1 | 5.19 |
| 418. | Kolkata | Janashiksha Prochar Kendra | OAH-1 | 4.06 |
| 419. | Kolkata | Navadiganta | OAH-1 & DCC-1 | 3.26 |
| 420. | Kolkata | Shri Krishna Pratisthan | DCC-1 | 1.96 |
| 421. | Howrah | Chimabin | DCC-1 | 1.71 |
| 422. | Hooghly | Kalyan Bharati | OAH-1 & DCC-1 | 6.15 |
| 423. | Malda | Biplobi Rural Dev. Society | DCC-3 | 8.63 |
| 424. | Midnapore | Amar Seva Sangha | OAH-1, DCC-1 & MMU-1 | 11.14 |
| 425. | Midnapore | Bikramnagar Udayan Sangha | OAH-2 | 19.14 |
| 426. | Midnapore | Child and Social Welfare Society | OAH-1 | 2.76 |
| 427. | Midnapore | Gangadharchak & Dewanchak Vivekananda Club | DCC-1 | 2.86 |
| 428. | Midnapore | Hitaljore Kishoribala Databya Chikitsalva | OAH-1 | 1.14 |

| 1 | 2 | 3 | 4 | 5 |
|-------|--------------------|---|----------------------------|--------|
| 429. | Midnapore | Netaji Pathachakra | OAH-1 | 1.38 |
| 430. | Midnapore | Nimbark Math Seva Samiti Trust | OAH-1 | 4.15 |
| 431. | Midnapore | Prabuddha Bharati Shishutirtha | DCC-1 | 3.92 |
| 432. | Midnapore | Roychak Morning Star Club | OAH-1 | 1.38 |
| 433. | Midnapore | Sainpukar Matri Sabika Samiti | OAH-2 | 5.53 |
| 434. | Midnapore | Shibarampur Milan Tirtha | OAH-1 | 5.53 |
| 435. | Midnapore | Social Welfare and Rural Dev. Society | OAH-1 & DCC-1 | 7.08 |
| 436. | Midnapore | Uttarbarh Sukanta Samriti, Pathaghar | DCC-1 | 1.62 |
| 437. | Midnapore | Vivekananda Lok Shiksha Niketan | OAH-1 & DCC-1 | 2.76 |
| 438. | Midnapore | West Bengal SCs,STs & Minority Welfare Association | OAH-2 & DCC-7 | 20.25 |
| 439. | Midnapore | Satdubi Mahila Mandal | DCC-2 | 3.92 |
| 440. | Midnapore | Seulipur Uddyan Club, | OAH-1, DCC-2, MMU-I&NIS | 10.59 |
| 441. | Midnapore | Nepura Rural Development Society | OAH-1 | 2.21 |
| 442. | Midnapore | Basgeria Prativa Club | DCC-2 | 3.92 |
| 443. | Murshidabad | Berhampore Prabeen Sabha | DCC-1 | 1.46 |
| 444. | Nadia | Karimpur Social Welfare Society | OAH-1 | 2.76 |
| 445. | North 24 Parganas | Shree Ramakrishna Satyananda Ashram | OAH-1 & DCC-1 | 2.97 |
| 446. | North 24 Parganas | Jirakpur Sister Nivedita Seva Mission | OAH-1 & DCC-2 | 9.96 |
| 447. | Purulia | Manipur Leprosy Rehabilitation Centre | OAH-1 | 2.28 |
| 448. | South 24- Parganas | Ganeshnagar Laxminarayana Club & Pathagar | OAH-1 & DCC-1 | 3.74 |
| 449. | Malda | Chanchal Jana Kalyan Samity, Distt Malda, West Bengal | OAH-1 | 1.34 |
| 450. | Kolkata | Country's Women Association of India, Kolkatta, West Bengal | OAH-1 | 2.34 |
| Total | | | | 177.41 |

Statement-III

| Name of State/UT | Number of Old Age Homes Sanctioned |
|-------------------|------------------------------------|
| Delhi | — |
| Orissa | 2 |
| Karnataka | 2 |
| West Bengal | 1 |
| Manipur | — |
| Nagaland | — |
| Arunachal Pradesh | — |
| Mizoram | — |
| Chhatisgarh | — |
| Haryana | 1 |
| Punjab | 1 |
| Uttaranchal | — |
| Maharashtra | 2 |
| Uttar Pradesh | 4 |
| Rajasthan | — |
| Himachal Pradesh | 1 |
| Gujarat | — |
| Andhra Pradesh | — |
| Assam | 1 |
| Madhya Pradesh | — |
| Tamil Nadu | — |
| Bihar | — |
| Total | 15 |

Recommendations of Running Allowance Committee

*152. SHRI HARIBHAU RATHOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have taken any decision on the recommendations of the Running Allowance Committee;

(b) if so, the details of the recommendations which have been accepted and implemented; and

(c) the details of the recommendations which have not been accepted alongwith the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (c) The Committee on Running Allowances-2002 has made several recommendations. Out of these, five recommendations have been accepted and implemented as per details given below:-

1. Feedback on training be made mandatory in the format to be devised by the training centre within a period of three months.
2. Principals of Zonal training schools may be granted a cash imprest of Rs.5000 recoupable every month and Principals of other training centres Rs.2500 per month for providing back-up reading materials to the trainees on need basis.
3. No change in the classification of running staff.
4. No change in the provisions of Hours of Employment Regulations and provision of liberalised rest rules.
5. Loco Driver be provided with a cap.

The other recommendations of the Committee are in various stages of consideration.

Reservation to Wards of Defence Personnel

*153. SHRI RAGHUNATH JHA: Will the Minister of DEFENCE be pleased to state:

(a) the details of the policy of the Government regarding providing necessary reservations to the wards of Defence personnel including Ex-servicemen;

(b) whether the benefits of reservation in professional institutions had not reached the wards of serving/retired Defence personnel; and

(c) if so, the steps taken to provide necessary reservations to the wards of Defence personnel?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (c) There is no reservation of vacancies for the wards of Defence personnel and Ex-servicemen in the recruitment to the armed forces. However, certain concessions in recruitment to the wards of Defence Personnel including Ex-servicemen have been made. These include:

- (i) Relaxation in the physical standards to the extent of 2 Cms in height, 1 Cm in chest and 2 Kg in weight for the sons of servicemen/ex-servicemen/war widows/widows of ex-servicemen in recruitment of Personnel Below Officer Ranks (PBORs) in the Army. They are also given 20% bonus marks in selection tests.
- (ii) Five percent (5%) of the vacancies in Group 'C' and 'D' civilian posts against direct recruitment is earmarked for the wards of the Armed Forces Personnel who (a) die during service, (b) killed in action, (c) medically boarded out and unfit for civil employment along with the dependents of civilian employees in accordance with the guidelines of the Department of Personnel and Training.
- (iii) For induction as officers in the Army, 10% of the vacancies for grant of Short Service Commission have been earmarked for the wards of battle casualties out of fixed vacancies released per course for NCC 'C' Certificate holders. However, there is no relaxation in the eligibility criteria.

The following provisions have been made for the wards of Defence Personnel/Ex-servicemen in admission to the professional and educational institutions:

- (i) The State Governments have earmarked certain number of seats in various professional and educational institutions for the dependents/wards of defence personnel and ex-servicemen,
- (ii) Certain number of seats in MDBS and BDS are allocated by the Ministry of Health and Family Welfare to the wards of Defence Personnel and Ex-Servicemen.

Ministry of Defence has laid down the following order of preference to ensure that the available benefits reach the eligible candidates in admission to the professional institutions.

(a) Widows/wards of Defence personnel killed in action.

(b) Wards of serving personnel and ex-servicemen disabled in action.

(c) Widows/wards of defence personnel who died while in service with death attributable to military service.

(d) Wards of defence personnel disabled in peacetime with disability attributable to military service.

(e) Wards of ex-servicemen personnel and serving personnel in receipt of Gallantry awards.

(f) Wards of ex-servicemen.

(g) Wards of serving personnel.

Recognition to Vocational Higher Secondary Course

*154. SHRI P.C. THOMAS: Will the Minister of DEFENCE be pleased to state:

(a) whether Vocational Higher Secondary Course prevalent in schools in Kerala equivalent to " Plus Two" is not being recognized by Army and other Defence services for jobs;

(b) whether the Government of Kerala has requested for recognition for VHS Course and to consider eligible candidates who have passed this course for jobs, and

(c) if so, the details thereof and the action taken in this regard?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (c) A request from State Government of Kerala for equivalence of +2 level vocational courses was examined by Association of Indian Universities(AIU). AIU have since issued orders equating +2 Year Vocational Higher Secondary (VHS) Certificate of Board of Vocational Higher Secondary Examinations, Kerala with +2 Year Senior Secondary / Higher Secondary / Pre-University / Intermediate. The Services have now been advised to consider this fact and review their instructions on recruitment.

Extension of Railway Line

*155. SHRI PRASANTA PRADHAN:
SHRI RAYAPATI SAMBASIVA RAO:

Will the Minister of RAILWAYS be pleased to state:

(a) the total length of railway line proposed to be extended in the country, zone-wise, in the years 2005-06 and 2006-07 and the actual achievement during these years;

(b) whether any norms for electrification of rail lines which was not yet electrified have been fixed; and

(c) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) The length of new railway lines, zone-wise, proposal for completion during 2005-06 and 2006-07 alongwith achievement done/likely in the respective years is as under:

(In kms)

| Railway Zone | 2005-06 | | 2006-07 | |
|--------------------|------------|-------------|------------|--------------------|
| | Proposed | Achievement | Proposed | Likely Achievement |
| Eastern | 13 | 13 | 20 | — |
| Northern | 45 | 45 | 95 | 29 |
| North Eastern | — | — | 22 | — |
| Northeast Frontier | — | — | 89 | — |
| South Central | — | — | 48 | 48 |
| Western | 10 | — | — | 10* |
| East Central | 40 | 12 | 176 | 10* |
| East Coast | — | — | 98 | 98 |
| North Western | 111 | 45 | — | 66* |
| South East Central | — | 23** | — | — |
| South Western | — | 42* | — | 14* |
| Total | 219 | 180 | 548 | 275 |

—Proposed is the figure as given in budget documents.

—Achievements include spill over (*) and additional proposed (**) during the year.

(b) and (c) Electrification projects are considered primarily on economic considerations excepting projects justified as operational necessity. The criterion/guidelines being followed in this regard are as under:

(i) Each electrification project will be justified on Rate of Return, which should exceed 14% with the Discounted Cash Flow (DCF) method.

(ii) In certain specific cases, electrification will be justified on consideration of operational flexibility.

(iii) While proposing electrification of a route, the rail network in the region in totality should be considered to include, if necessary, short route lengths, which would otherwise remain non-electrified and reduce operational flexibility.

*[Translation]***Training Centres for Handicapped Persons**

156. SHRI HANSRAJ G. AHIR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the number of organizations permitted by the Rehabilitation Council of India, New Delhi for running Training Centres for the Handicapped persons during 2005, 2006 and 2007;

(b) the reasons for granting permission to other organizations for setting up of similar centres in a district where such centres already exist;

(c) whether any complaints regarding irregularities in granting permission for setting up of the Training centres for the Handicapped have been received; and

(d) if so, the details thereof and the action taken thereon?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): (a) The number of Institutions approved by Rehabilitation Council of India (RCI), for running of training programmes in three years is as under:—

| Financial year | Number of Institutions |
|---------------------------|------------------------|
| 2004-05 | 09 |
| 2005-06 | 19 |
| 2006-07 (Up to 31.1.2007) | 34 |

In total RCI has approved 241 Institutions up to 31.1.2007.

(b) There is a shortage of trained manpower in the country. Therefore, the Council encourages the organizations to start the training programmes in the field of disabilities and special education so that more and more trained manpower could be made available to serve the persons with disabilities.

(c) and (d) As and when such complaints are received, necessary remedial action is taken.

*[English]***Allotment of Retail Outlets to SCs/STs**

*157. SHRI RAM KRIPAL YADAV: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is aware that mostly the retail outlets allotted to SCs/STs by the public sector oil companies are being managed by other people and not by the original allottees;

(b) if so, the facts thereof;

(c) whether any connivance of the officials of the public sector oil companies has been established in the matter;

(d) if so, the details thereof; and

(e) the action taken by the Government against the officials found guilty?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI MURLI DEORA): (a) and (b) The number of retail outlets (ROs) allotted to SCs/STs which are being operated by people other than original allottees as noticed and reported by Public Sector Oil Marketing Companies (OMCs) are shown in the table below:

| Name of the OMC | Number of ROs allotted to SC/ST persons but managed by others during last 5 years. | Action taken by OMC |
|--|--|--|
| Indian Oil Corporation Limited (IOC) | 3 | Dealership is terminated in all the cases after investigation. |
| Bharat Petroleum Corporation Limited (BPCL) | 1 | Dealership is terminated after investigation. |
| Hindustan Petroleum Corporation Limited (HPCL) | 3 | Dealership is terminated in all the cases after investigation. |
| IBP Co. Limited (IBP) | 1 | Under investigation |
| TOTAL | 8 | |

(c) to (e) OMCs have not come across any case where their officials had any connivance in such matters.

Drug Abuse

*158. SHRI ABDULLAKUTTY:
SHRI RAMDAS ATHAWALE:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether drug abuse in the country is increasing at an alarming rate;

(b) if so, the impact of the same on the younger generations;

(c) whether the Government has taken any initiative to find out the root causes;

(d) if so, the details thereof;

(e) whether the Government has received any proposals from the State Governments in this regard; and

(f) if so, the details thereof?

THE MINISTER OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI MEIRA KUMAR): (a) and (b) There is no authentic data to conclusively indicate that drug abuse in the country especially amongst the youth is increasing at alarming rate.

(c) and (d) Yes Sir. According to the National Survey on the Extent, Pattern and Trends of Drug Abuse in India, jointly conducted by the Ministry of Social Justice and Empowerment and the United Nations Office on Drugs and Crime (UNODC), the common reasons for drug use are curiosity, experimentation, being in the company of drug users and to experience the effects.

(e) and (f) No Sir.

Transportation of Materials

*159. SHRI ABU AYES MONDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have signed an agreement as Public-Private-Partnership (PPP) for transportation of materials;

(b) if so, the salient features thereof;

(c) whether the Railways have made any assessment of its profitability before signing such MoU;

(d) if so, the details in this regard; and

(e) the details of the further steps taken by the Railways in this regard?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) and (b) Railways have entered into agreement with Container Operators for transportation of Containers. Under the agreement, the operators will perform marketing and commercial functions, invest in Rolling Stock and develop Container Terminals. However, Railways would continue to run these trains on its network.

(c) and (d) Yes, Sir. This will help Railways to carry additional container traffic and reduce public investments in procurement of Rolling Stock, container handling equipments, development of Inland Container Depots (ICDs) and other related infrastructure. This in turn will help Railways to increase its market share of container traffic.

(e) The scheme has been opened for further participation by other possible operators. So far, one response has been received.

Leasing of Railway Land to Private Retailers

*160. SHRI NAVEEN JINDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to lease out railway land to private retailers to build shopping malls;

(b) if so, the details thereof;

(c) the likely revenue to accrue to the Railways as a result thereof;

(d) the measures envisaged to prevent overcrowding and parking hassles at the already congested railway stations;

(e) whether security risks as a result of shopping centres close to railway stations will be kept in mind while leasing the land; and

(f) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) to (c) Commercial development of Railway land has been taken up by Railways to raise internal resources. While undertaking commercial development, shopping malls etc. may also be developed by the developer depending upon the feasibility. So far, 61 sites have been identified by Railways; out of which 9 bids were finalized realizing about Rs.7.0 crore. To give focused attention to the scheme, Rail Land Development Authority (RLDA) has been set up. To begin with 13 sites have been entrusted to the RLDA who have begun their actions.

(d) to (f) A comprehensive scheme for development of the sites will be required to be drawn by the selected developer. The scheme will be approved by Railway taking into account parking, security aspects etc.

[Transliteration]

Honours and Assistance to Defence Personnel

1276. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of DEFENCE be pleased to state:

(a) whether there is a situation of undeclared war along the Indian borders are to the problem of regular infiltration and the defence personnel deployed in these regions have to tackle encounters and ambush like situations and on account of this they sometimes sustain permanent disability or achieve martyrdom;

(b) if so, the details of the soldiers became permanent disabled and achieved martyrdom during the last three years and the current year;

(c) whether such defence personnel get the same honours and assistance as is given to them during the war period;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (e) Infiltration of terrorists across the Border continues. The details of fatal and non-fatal casualties of defence personnel are as under:

| Year | Fatal Casualties | | | Non Fatal Casualties | | |
|------------------------------|------------------|------|-----|----------------------|------|-----|
| | Officers | JCOs | OR | Officers | JCOs | OR |
| 2004 | 15 | 9 | 163 | 23 | 24 | 357 |
| 2005 | 11 | 9 | 116 | 17 | 15 | 235 |
| 2006 | 10 | 4 | 75 | 8 | 8 | 122 |
| 2007 till 26th February 2007 | 1 | 2 | 7 | 0 | 0 | 3 |

The honours and awards are the same except for certain awards which are given for war/conflict/hostilities or in the presence of enemy. However, assistance in

case of death/injury during operations other than war is in accordance with norms. Details of such assistance are as under:

(Rupees in lakhs)

| Sl. No. | Description | Declared War Op Vijay (Kargil) | | Other Operations | |
|---------|--------------------------------|--------------------------------|------------|------------------|-----------|
| | | Fatal | Non-fatal | Fatal | Non-fatal |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Ex-gratia (Central Government) | 10.0 | 3.0 to 6.0 | 7.5 | Nil |
| 2. | Dwelling Unit (NDF*)(DU**) | 5.0 | 5.0 | Nil | Nil |

*National Defence Fund.

**Dwelling Unit.

| 1 | 2 | 3 | 4 | 5 | 6 |
|----|--|-----|-----|--|-----|
| 3. | Parent Assistance (NDF) | 2.0 | Nil | Nil | Nil |
| 4. | Children Education Assistance (NDF) | 2.0 | 2.0 | Nil | Nil |
| 5. | Assured allotment of Oil Product Agency | Yes | Nil | No. (considered Only under 8% Defence quota) | Nil |
| 6. | Education Scholarship from Ministry of Defence | Yes | Yes | Yes | Yes |

[English]

Pay Revision of PSUs Employees

1277. SHRI K.C. PALLANI SHAMY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the approximate number of employees working in various public sector undertakings (PSUs) in the country;

(b) whether the Government has set up a Committee for the pay revision of PSUs' employees;

(c) if so, its composition and terms of reference thereof; and

(d) the time by which its report is likely to be submitted to the Government?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV):

(a) There were approximately 16.49 lakh employees (excluding casual and daily rated workers) in various Central Public Sector Enterprises (CPSEs) as on 31.03.2006. This number includes 3.09 lakh executives and non unionized supervisors.

(b) The Government of India has set up a Pay Revision Committee for the pay revision of executives and non-unionized supervisors of CPSEs on 30.11.2006.

(c) The Pay Revision Committee comprises of Mr. Justice M.J. Rao (Retired Judge, Supreme Court of India) as Chairman; Dr. Nitish Sen Gupta, Shri P.C. Parakh, Shri R.S.S.L.N. Bhaskarudu as Members and Secretary,

Department of Public Enterprises, Government of India as the ex-officio Member. Joint Secretary, Department of Public Enterprises, Government of India is its Secretary.

The terms of reference of the committee, inter alia, include: (i) to examine the principles that should govern present structure of pay, allowances, perquisites and benefits for the Board level functionaries, below Board level executives and non-unionized supervisory staff and suggest changes therein and (ii) to work out a comprehensive pay package for the above categories of employees.

(d) The Committee has been given 18 months period for making its recommendations.

Refinery in Paradip

1278. SHRI TATHAGATA SATPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the progress so far in the land acquisition for the proposed petro-chemical complex-cum-oil refinery at Paradip in Orissa;

(b) the amount spent so far for this purpose:

(c) whether adequate compensations have been given to the affected persons; and

(d) if so, the time by which the construction work is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA

PATEL): (a) Indian Oil Corporation Limited (IOCL) has already acquired 3347 acres of land for Paradip Refinery Project.

(b) IOCL has spent an amount of Rs.61.24 crore towards cost of acquisition of land for the project.

(c) Adequate compensation amounting to approx. Rs.40.30 crore has been given to the land owners based on the compensation package fixed by Orissa Government after obtaining written consent from land owners.

(d) The construction work for the project will commence by mid 2008.

[Transliteration]

**Gauge Conversion of Ratlam-mau
and Mau-khandwa**

1279. SHRIMATI SUMITRA MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have planned for the gauge conversion of Ratlam-Mau and Mau-Khandwa section;

(b) if so, the details thereof alongwith the expenditure involved therein; and

(c) the time by which the work is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Updating survey for gauge conversion of Ratlam-Akola via Indore & Khandwa including Fatehabad Chandravatiganj-Ujjain branch line has been taken up. This project is not yet sanctioned.

(c) Does not arise.

[English]

Hostels and Residential Schools for SCs

1280. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether two proposals namely construction of boys hostels at Morbi and residential schools at Mahsana and Idar, construction of Girls Hostel at Mahsana and

Junagadh and residential schools at Porbandar under Centrally Sponsored scheme for construction of hostels and residential schools for Scheduled Caste Boys and Girls were sent to the Union Government during 2005-06;

(b) if so, the present status of these proposals; and

(c) the time by which these proposals are likely to be cleared and funds to be released?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Yes, Sir.

(b) and (c) This Ministry has released Central share of Rs. 109.56 lakhs for construction of one hostel each at Mehasana and Junagadh for SC Girls during the year 2006-07. The other proposals were found to be incomplete.

Separation of ATC from AAI

1281. SHRI SAMIK LAHIRI:

SHRIMATI MANORAMA MADHAVRAJ:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government is considering setting up a separate entity for Air Traffic Control (ATC) operations country-wise;

(b) if so, the details thereof;

(c) whether ATC being the key source of revenue for AAI, the revenue generation of AAI is likely to be affected adversely; and

(d) if so, the steps taken/being taken to compensate AAI in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) A Committee set up by this Ministry to prepare a Road Map for Civil Aviation Sector, has, inter-alia, recommended that ATC services be hived off from the current jurisdiction of Airports Authority of India (AAI), in line with the international trends, and be constituted as a separate corporate entity. However, no final decision has been taken in the matter.

Dumping of the Materials at Railway Station

1282. SHRI PRALHAD JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that the powder of iron ore is being dumped in some of the Railway Stations near Bellary in Karnataka notwithstanding the pollution and environmental norms;

(b) if so, the steps taken by the Railways to stop such dumping of the materials at the Stations,

(c) whether the SWR, Hubli has received any specific complaints regarding such dumping of iron ore powder at Molkalmur Railway Station in Bellary District of Karnataka being a silk industrial town; and

(d) if so, the action taken by Railways to stop such dumping and stock piling of this material causing pollution and environmental hazards?.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) After notification of Molakalmur station for outward Goods traffic some consigners who wanted to consign iron ore dumped some quantity of iron ore for preparing loading platform. No pollution or environmental norms have been violated by Railways. Loading has so far not started

(b) Does not arise.

(c) Yes, Sir.

(d) Water sprinkling, barricading and tree plantation along the Railway boundary has been planned to contain the dust when iron ore loading commences from this station.

[Translation]

Provision of Platform Tickets on Mobile SMS

1283. SHRI CHANDRABHAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any plan to provide platform tickets on requests received by mobile SMS; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) The system of issuing platform tickets through SMS is already functioning at Bangalore. Instructions have also been issued to Northern Railway for installation of 6 (six) platform ticket vending machines at New Delhi and 4 (four) at Delhi station for issuing of platform ticket through SMS on experimental basis.

[English]

Promotion of Assam Culture

1284. SHRI NARAYAN CHANDRA BORKATAKY: Will the Minister of CULTURE be pleased to state:

(a) whether the Sangeet Natak Academy has formulated any special schemes to promote the indigenous culture of Assam in India and abroad;

(b) if so, the details thereof; and

(c) if not, the manner in which the Sangeet Natak Academy is promoting the indigenous culture of Assam in India and abroad?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) Yes, Sir. As part of its schemes and programmes, the Akademi has taken steps to promote the indigenous culture of Assam.

(b) A project on Support to Sattriya Dance and Allied Traditions of Assam was launched in November 2002 with the objective of preserving and sustaining it in its traditional context and for its further development. Besides this, the project supports research, documentation, publication and training.

(c) Does not arise.

Purchase of Sukhoi-30 Fighter Jets

1285. SHRI RAVICHANDRAN SIPPIPARAI. Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has cleared the purchase of 40 more Sukhoi-30 fighter Jets from Russia to fill in the inevitable gaps;

(b) if so, the details thereof alongwith the estimated expenditure likely to be incurred; and

(c) the loss suffered due to crashing of fighter flights during the last three years?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY)

(a) No, Sir.

(b) Does not arise.

(c) From 1st April 2003 to 1st March 2007, 37 fighter aircraft of IAF were lost in accidents. The total cost of these aircraft is Rs. 2091.31 crore.

[*Translation*]

Internlinking the Railway Stations, Metro Stations and National Highways

1286. PROF. VIJAY KUMAR MALHOTRA:
SHRI CHANDRA MANI TRIPATHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are contemplating to inter-link the Railway stations, Metro Stations & National Highways;

(b) if so, the details thereof;

(c) whether the work has started on this scheme; and

(d) the total expenditure likely to be incurred on this scheme ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) to (d) Do not arise.

[*English*]

Mountain Tourism

1287. SHRI NAVEEN JINDAL: Will the Minister of TOURISM be pleased to state:

(a) whether the Government had taken steps to encourage mountain tourism in the country during the last three years;

(b) if so, the details thereof;

(c) the number of trekkers, skiers and mountaineers who visited Indian mountains as a result thereof;

(d) whether the Government has entered into any arrangements with foreign countries to promote Indian Himalayas; and

(e) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) Yes, Sir.

(b) Ministry of Tourism has taken the following steps to promote mountain tourism:-

(i) Ministry of Tourism issued guidelines laying down basic minimum standards for adventure tourism related activities, in order to ensure safety of participants/tourists in such activities as well as minimum acceptable standards in terms of equipment and human resources. These guidelines cover land, air and water based activities which include mountaineering, trekking, hang gliding, paragliding, bungee jumping and rafting.

(ii) Brochures, CDs, other publicity material have been produced by the Ministry and widely circulated in target markets.

(iii) Adventure Tourism including Mountain Tourism has been specifically promoted at various international platforms such as World Travel Mart, London, ITB Berlin etc.

(iv) Ministry of Tourism extends Central Financial Assistance to the State/UT Governments for the development of tourism projects including adventure and mountain tourism on the basis of proposals received from them subject to availability of funds and inter-se priorities.

(c) The Ministry of Tourism does not collect separate information on trekkers, skiers and mountaineers who visited Indian mountains.

(d) and (e) Ministry of Tourism has entered into bilateral agreement/Memorandum of Understanding with several countries to promote India's Tourism products on reciprocal basis.

*[Translation]***Renovation of Kataraj Temple**

1288. SHRIMATI BHAVANA PUNDALIKRAO GAWALI: Will the Minister of CULTURE be pleased to state.

(a) whether a delegation of architects from Pakistan intend to visit some temples in India in connection with renovation of Kataraj temple in Pakistan; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN) (a) and (b) A three member delegation from Pakistan comprising of Director General, Director and Deputy Director of Department of Archaeology, Government of Punjab, Pakistan visited monuments at Agra, Ajmer, Ajanta, Ellora, Varanasi, Delhi and other places between 20th January to 31st January, 2007 in connection with renovation of temples at Kataraj in Pakistan.

Food Processing Units in Andhra Pradesh

1289. SHRI M. ANJAN KUMAR YADAV: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the total number of food processing units running in Andhra Pradesh at present;

(b) the total investment and production by these units; and

(c) the details of the financial assistance provided by the Union Government during the last three years for setting up of new food processing units and cold storages in the State?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (c) Ministry of Food Processing Industries extends financial assistance in the form of grant-in-aid to implementing agencies/entrepreneurs for technology upgradation/modernization/establishment of food processing units. The Ministry is not directly involved in setting up, implementing or running food-processing units. Moreover, Food Processing Industries are both in organized and unorganized sectors and as such their details including investment and production data are not centrally maintained.

Year-wise details of financial assistance approved to Food Processing Units and Cold Storages in the State of Andhra Pradesh during the last three years is as follows:

| Year | Number of food processing unit | Amount (Rs. in lakh) | Number of Cold Storage unit | Amount (Rs. in lakh) |
|---------------------------|--------------------------------|----------------------|-----------------------------|----------------------|
| 2004 - 05 | 26 | 823.02 | 01 | 6.78 |
| 2005 - 06 | 24 | 902.32 | - | - |
| 2006 - 07 (upto February) | 34 | 1134.40 | 01 | 39.86 |
| Total | 84 | 2859.74 | 02 | 46.64 |

*[English]***Acquisition of Planes by IA/AI**

1290. SHRIMATI P. SATHEEDEV: PROF. MAHADEORAO SHIWANKAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the IA and AI have taken a decision to purchase new planes or to take some planes on lease;

(b) if so, the names of the countries from where these planes are proposed to be purchased or taken on lease;

(c) the number of planes reached or about to reach the country;

(d) the time by which the remaining planes are likely to be received; and

(e) the total cost of the planes purchased/leased alongwith their annual charges?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) Air India has signed a purchase agreement with Boeing Company for the purchase of 68 aircraft comprising 8XB777-200LR, 15X B777-300ER and 27X B787-8 all powered with GE engines for Air India and 18 X B737-800W all powered with CFM engines for Air India Charters Limited (a subsidiary of Air India). The net project cost of 68 aircraft to be acquired by Air India is estimated to be Rs. 34,615 crores. The deliveries are scheduled over November, 2006 to October, 2011. Air India Charters Limited has already taken delivery of six B737-800 aircraft.

Indian Airlines Limited has signed an agreement with Airbus Industries and CFM International for procurement of 43 Airbus aircraft, comprising 19 A-319, 4 A-320 and 20 A 321 all fitted with CFM 56-5B engines, at an estimated cost of Rs.10,169 crores. The delivery of these aircraft is scheduled between October, 2006 to March, 2010. The first aircraft has been delivered on 19.10.2006.

Indian Airlines has also recently executed an agreement to induct 2 A330-223 aircraft on dry lease basis. The aircraft are taken on terms and conditions, which vary from Lessor to Lessor, aircraft to aircraft condition, age, airframe/engine combination, duration of lease, number of aircraft and lease market conditions etc.

[Translation]

Rail over-bridges in Bihar

1291. SHRI GIRIDHARI YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the number of rail over bridges, railway crossings, underground bridges and new railway stations constructed in Bihar during the last three years;

(b) the terms and conditions fixed for the construction;

(c) whether the said construction works are not being undertaken despite fulfilling these conditions; and

(d) the reaction of the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) Road over/under bridges —7 nos.

| | | |
|-----------------|---|---------|
| Level crossings | — | 29 nos. |
| New Stations | — | 59 nos. |

(b) Road over/under bridges are constructed by Railways on cost sharing basis if the traffic density reaches at one lakh TVUs (Train Vehicle Units) otherwise on deposit terms, proposals in both cases are sponsored by State Govt. duly agreeing to fulfil certain preliminary pre-requisites under extant rules. As per existing policy, provision of level crossings (LC) is made in consultation with the State Government at the time of laying a new line or within 10 years from the date of its commissioning to traffic. Thereafter, any accommodation work such as level crossing can be provided at a technically suitable location on deposit terms, if such proposal is sponsored by the State Government/Local bodies duly agreeing to bear the initial cost of construction of the level crossing and one time capitalized cost of recurring maintenance and operational charges. Further, as per policy of Railways, no new unmanned level crossing is permitted on existing lines. However, during this period 29 LCs were constructed on Ara-Sasaram new line.

(c) and (d) No, Sir. All the firm proposals received from State Government are considered. No proposal of ROB/RUBs received from State Govt. fulfilling all the preliminary pre-requisites is pending for sanction with the Railways. At few locations of sanctioned ROB, physical works has not commenced due to non approval of General Arrangement Drawing or due to problems of land acquisition for approaches at State Government level.

[English]

District Rehabilitation Centre

1292. SHRI IQBAL AHMED SARADGI: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the fate of the district rehabilitation centre for specially abled persons is in a limbo following the Centre's decision to stop grant-in-aid to them;

(b) if so, whether the Union Government has decided to hand over the project to State Governments from 2006-07 which would deprive specially abled persons registered with the DRC, of follow-up medical care;

(c) if so, the main reasons for stopping the fund flow to this scheme; and

(d) the steps taken by the Union Government to continue this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) No Sir.

(b) to (d) On completion of its task as a Central Scheme, the Union Government has decided to handover District Rehabilitation Centre project to the concerned State Governments.

Acquisition of Multi-role Combat Aircraft

1293. DR. RAMESHWAR ORAON:
SHRI E.G. SUGAVANAM:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has any proposal to buy more multi-role combat aircraft to replace the ageing aircraft in a phased manner;

(b) if so, the details thereof,

(c) whether it is also proposed to identify industrial units as Rashtriya Udyog Ratna for the purpose; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):
(a) and (b) Government constantly review the security environment and accordingly decide to induct appropriate equipment and to make other arrangements for adequate defence preparedness. The purchase of combat aircraft is made in accordance with the established Defence Procurement Procedure.

(c) No, Sir.

(d) Does not arise.

Gauge Conversion Between Baddi-Chandigarh

1294. SHRIMATI PRATIBHA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether approval has been given for laying new railway line between Chandigarh and Baddi; and

(b) if so, the time by which the work on the project is likely to be started?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Government has accorded 'in principle' approval to the new line from Chandigarh to Baddi.

(b) No time frame could be fixed. The work would be taken up once project is finally approved by the Government.

National Cultural Fund

1295. SHRI E.G. SUGAVANAM: Will the Minister of CULTURE be pleased to state:

(a) whether the Government has set up "National Cultural Fund";

(b) if so, the details thereof alongwith the aims and objectives of the National Cultural Fund;

(c) whether the Government proposes to lighting of the important monuments at night in the country; and

(d) if so, the details of such monuments?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) Yes, Sir.

(b) The National Culture Fund (NCF) was set up as a trust under the Charitable Endowment Act, 1890 through a Gazette Notification of Government of India dated 28th November 1996. The Fund aims at inviting the participation of the corporate sector, NGO's, State Governments, Private/Public Sector and individuals in the task of promoting, protecting and preserving India's cultural heritage both tangible and intangible.

(c) and (d) After a preliminary survey, the following monuments of Delhi have been identified for lighting:-

Jantar Mantar
 Purana Quila
 Humayun's Tomb
 Safdarjung Tomb
 Shershah Gate
 Khairul Manazil Mosque
 Sabj Burj
 Barakhamba

Modernisation of Port Blair Airport

1296. SHRI MANORANJAN BHAKTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to develop and modernise Port Blair Airport as an International Airport; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) Airports Authority of India (AAI) maintains a civil enclave at Port Blair airport which belongs to Indian Navy. This airport is being developed for limited international operations. Instrument Landing System (ILS) without Glide path has been installed at runway 22. The present Terminal Building has a capacity to cater to 200 arriving and 200 departing passengers. There is a plan for expansion of apron to accommodate 1 number AB 310 and 5 number B- 737-900 type of aircraft.

Leasing of Heritage Hotels

1297. SHRIMATI MANORAMA MADHAVRAJ: Will the Minister of RAILWAYS pleased to state:

(a) whether the Railways have finalised plans to lease out its heritage hotels at Ranchi and Puri and also Yatri Niwas in New Delhi to private operators;

(b) if so, the details thereof; and

(c) the measures taken by the Railways to ensure that even under private operators, the room and food services at those places would be affordable to the budget of travellers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) The existing Rail Yatri Niwas at New Delhi & Howrah and BNR Hotels at Ranchi & Puri have been licensed to private operators on Public Private Partnership Model.

(c) A maximum tariff per room in the Rail Yatri Niwas at Howrah and BNR Hotels at Ranchi & Puri has been kept at Rs.1000/- per night inclusive of all taxes and Rs.1200/-per night inclusive of all taxes for rooms in the Rail Yatri Niwas at New Delhi. The tariff of Food & beverages are approved by Indian Railway Catering & Tourism Corporation.

Commissioning of Coast Guard Station at Kakinada

1298. SHRI MILIND DEORA: Will the Minister of DEFENCE be pleased to state:

(a) whether a new Coast Guard station at Kakinada in Andhra Pradesh has been set up;

(b) if so, when it was inaugurated;

(c) the objectives behind setting up the station;

(d) the total staff strength of the station; and

(e) the extent to which the supervision work will be stepped up?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (e) A new Coast Guard Station at Kakinada in Andhra Pradesh has been commissioned on 10th November, 2006 in order to meet the requirements arising due to increased maritime activities along the long coastline of Andhra Pradesh. There was only one Coast Guard establishment in Andhra Pradesh located at Vishakhapatnam. The maritime activities have increased in the recent past due to exploration of oil in Godavari basin and Ravva oil field off Kakinada under the New Exploration Licensing Policy (NELP). A number of fishing harbours and ports dot this coastline and many more are in the offing. Moreover, there are frequent cyclones every year along the coast. At present, the total strength of the Coast Guard Station at Kakinada is 13 personnel including officers. One new Inshore Patrol Vessel, one new Interceptor Boat and two Interceptor Crafts are scheduled

for carrying out patrol and surveillance in the adjoining areas with effect from September, 2007.

[Translation]

Development Work under MPLAD Scheme

1299. SHRI SANTOSH GANGWAR: Will the Minister of DEFENCE be pleased to state:

(a) whether there is a provision to carry out development work (D.E.O and C.E.O.) under MPLAD scheme in defence areas,

(b) if so, the details of work undertaken at the Bareilly based defence estates under the said scheme, and

(c) the manner in which these works are being monitored?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):
(a) to (c) MPLAD Scheme emphasizes creation of durable assets to meet the locally felt community infrastructure and development needs in the respective constituency of a Member of Parliament which may include defence area. Seven works have been undertaken by Cantonment Board, Bareilly between the financial year 2000-2001 and 2003-2004 under MPLAD Scheme. The details of works are given in the enclosed statement. The works are monitored by the concerned Chief Executive Officer and the Cantonment Board. However, responsibility for overall monitoring of project/works under the scheme mainly rests with the concerned district authorities.

Statement

| S. No. | Name of the work | Amount recived and opened (Rs. in Lacs) |
|----------------|---|---|
| 1. | Upgradation and improvement of shamshan bhoomi, Sadar Bazar, Bareilly Cantonment. | 4.956 |
| 2. | Purchase and fixing of game equipment in Primary Schools. | 1.62 |
| 3. | Purchase of equipments for Cantonment General Hospital. | 1.25 |
| 4. | Provision of the Mobile Transformer with trolley. | 3.50 |
| 5. | Provision of six computers, six UPS, Multimedia Projector, Screen with stand etc. | 5.00 |
| 6. | Provision of books for Yugveena Public Library | 5.00 |
| 7. | Supply & fixing of False Ceiling .- upgradation of Cantonment General Hospital, Sadar Bazar | 10.00 |
| Total: 07 Nos. | | 31.326 |

[English]

Transportation of Coal by Ex-servicemen

1300. SHRI HITEN BARMAN: Will the Minister of DEFENCE be pleased to state:

(a) the number of ex-servicemen, company-wise, employed in transportation of coal produced by Coal India Ltd. till 31st December, 2006; and

(b) the total volume of coal transported by them during the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) As on 31st December 2006, the number of ex-servicemen coal transport companies functioning under Coal India Ltd was 95. About 20 to 32 ex-servicemen are employed by each of these companies.

(b) The volume of coal transported by the ex-servicemen coal transportation companies during the last two years was 1610.37 lakh tonnes during 2004-2005 and 1588.03 lakh tonnes during 2005-2006 (provisional) respectively.

Suicides and Fratricidal Killings in Armed Forces

1301. SHRI P. MOHAN:
SHRI NIKHIL KUMAR:
SHRI ADHIR CHOWDHURY:

Will the Minister of DEFENCE be pleased to state:

(a) whether the cases of suicides and fratricidal killings in the Armed Forces have increased in the last few months;

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

(c) the factors attributed to these suicides and fratricidal killings,

(d) the compensation likely to be provided to the families of the deceased,

(e) whether the grievances redressal machinery is not effective in the Armed Forces to tackle such suicides and fratricidal killings; and

(f) if so, the concrete steps contemplated by the Government to check such cases?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) There has been no increase in suicides and fratricidal killings in the last few months.

(b) Does not arise.

(c) The main reasons attributed to such incidents are perceived grievances due to harassment by seniors, domestic problems, marital discord, depression, denial or delay in grants of leave, argument with colleagues, etc.

(d) The following terminal benefits are available:

- (i) Family Pension - In case of suicides, @ 50% of last pay drawn for 7 years and thereafter 30% of the last pay drawn for life or upto remarriage. In case of fratricidal killings, @ 60% of last pay drawn for life.

(ii) Death Cum Retirement Gratuity (DCRG) - Half month's pay for each completed six monthly period of qualifying service subject to maximum of 33 times of pay or Rs.3.5 lakhs whichever is less.

(iii) Army Group Insurance Fund (AGIF)-Rs. 15 lakhs to Next to Kin of officers and Rs. 7.5 lakhs for Next of Kin of Personnel Below Officer Rank.

(iv) Armed Forces Personnel Provident Fund (AFPPF) - The credit balance of AFPP of the deceased.

(v) Leave Encashment - Pay for the accumulated leave of the deceased.

(vi) One Time Grant - Rs.5,000/- from Army Wives Welfare Association (AWWA).

(e) and (f) There is an effective grievances redressal machinery in the Armed Forces to tackle suicides and fratricidal killings. Following measures have already been taken by the Government to check such cases:-

(i) 50 Junior Commissioned Officers (JCO) from Army Medical Corps have been trained as counsellors in Northern and Eastern Commands, where troops are engaged in counter insurgency operations.

(ii) Religious Teachers, JCOs of Army Education Corps and Regimental Medical Officers have been identified as 'Psychological Health Mentors' at unit level and their services are being utilized accordingly.

(iii) Training capsules on relaxation exercise including Yoga and Pranayam have been introduced

(iv) Rotation of units and individuals to minimize exposure to stress is being implemented.

(v) Leave policy has been liberalized permitting splitting of casual and annual leave,

(vi) All Chief Ministers have been requested to make the civil administration more responsive to the problems of serving soldiers and their families.

(vii) Better man management and prompt attendance of grievances at unit level.

(viii) Improved accessibility of leaders and frequent interaction of junior leaders with the Soldiers.

- (ix) Steps are being initiated to strengthen Rajya Sainik Boards and Zilla Sainik Boards in all States to take necessary follow up action on the grievances of soldiers in their home towns/villages.

Entrance Test of MEC

1302. SHRI ANWAR HUSSAIN: Will the Minister of DEFENCE be pleased to state:

(a) whether the Union Government has received any proposal from the Government of Assam to conduct the entrance test of Military Engineering College in Assamese or in any major regional language;

(b) if so, the details thereof and the action taken by the Union Government thereon;

(c) the reasons for not organizing the said test in major regional languages like UPSC examination,

(d) whether the Government proposes to organize any special pre-examination training for entrance test in different Military Academy including NDA for North-Eastern Region; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) No such proposal has been received from the Government of Assam.

(b) to (e) Does not arise in view of (a) above.

Development of Muslim Girl Child

1303. SHRI FRANCIS FANTHOM: Will the Minister of MINORITY AFFAIRS be pleased to state:

(a) whether the Government is examining provisions to have a single window interpretation of 'sharia';

(b) if so, the details thereof; and

(c) the other steps taken by the Government to improve the educational and social rights of the Muslim girl child and also to ensure their legitimate freedom of expression?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) and (b) It is the consistent policy of the

Central Government not to interfere in the personal laws of minorities unless the necessary initiative comes from a sizeable cross-section of the community concerned itself.

(c) The Government of India has initiated the following schemes meant for minorities, including Muslim girls, to improve their educational and social rights:-

- (i) Kasturba Gandhi Bal Vidyalyas (KGBV) are being set up for girls at upper primary level in educationally backward blocks of the country where a minimum 75% seats are for SC/ST/OBC/Minorities; 210 KGBVs have been sanctioned in minority dominated blocks;
- (ii) Maulana Azad Education Foundation (MAEF) has launched a scholarship scheme for meritorious girl students belonging to minorities in 2003-2004;
- (iii) A new programme of 20,000 merit-cum means based scholarship scheme to encourage students belonging to minorities to pursue higher studies is being launched;
- (iv) The Sarva Siksha Abhiyan (SSA) and Community Polytechnics also give special emphasis on educational upliftment of women;
- (v) The Area Intensive and Madarsa Modernization Programme for Educationally Weaker Section of minority also emphasizes on women education;
- (vi) Under the scheme for providing hostel facilities for girls studying in secondary and higher secondary schools, voluntary agencies, including minority institutions, are being given grants-in-aid to promote modern school education;
- (vii) The University Grants Commission is also providing financial assistance, to set up girls hostels, to minority educational institutions.

Defects in Krasnopol Inventory

1304. SHRI AMITAVA NANDY: Will the Minister of DEFENCE be pleased to state:

(a) whether India's Russian Krasnopol inventory was proved defective during the Army test firing,

(b) if so, whether it also displayed ineffectiveness at high altitude warfare;

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

(d) the total inventory bought and the inventory found to be defective: and

(e) the total amount involved in purchasing this inventory?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (d) Yes, Sir. The performance of the first lot of qty. 1000 rounds of projectiles procured in 1999 has deteriorated over the years and recently during test firing by the Army, it was observed that the performance was not upto the mark. Another quantity of 2000 projectiles procured in 2002 also did not perform to the desired standards in high altitude areas. The matter has been taken up with the vendor to rectify the ammunition to achieve the desired results and enhance its shelf life.

(e) The total amount involved in purchasing 3000 rounds with 81 Laser Designators is US\$ 111950488 (Rs. 522.44 crores).

Improvement of Services by Railways

1305. SHRI KINJARAPU YERRANNAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Consumer Courts are receiving large number of cases against poor railway services and have awarded compensation to several cases related to Railways, as appeared in the *Times of India* dated December 16, 2006 under the caption "Railways must invest profit in facilities";

(b) whether Consumer Courts have also asked railways to improve the condition of platforms, toilets, sanitary, to provide benches for passengers to sit while waiting for trains etc.; and

(c) if so, the action taken by Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. There has not been any significant increase in the number of Consumer Cases filed against Railways in different Consumer Courts.

(b) State Consumer Disputes Redressal Commission, Delhi in one of its orders, has asked Railways to improve the condition of platforms, toilets, sanitary etc.

(c) Upgradation / renovation / modernization of railway stations which includes improvement of platforms is a continuous process and the same is undertaken every year in accordance with the laid down norms. A scheme called 'Clean Train Station' has been introduced to improve cleanliness and hygiene in running trains. Some of the measures taken for maintaining the standard of cleanliness at stations are: provision of washable aprons at stations particularly on Platforms where trains stop at morning hours, mechanized means of cleanliness, Pay & Use toilets, provision of good platform surface.

Hague Agreement

1306. SHRI KISHANBHAI V. PATEL:
SHRI SUGRIB SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to adopt the Hague Agreement signed during 1970; and

(b) if so,, the details thereof and the salient features of the said Agreement; and

(c) the extent to which this will help in collecting evidence on criminal cases from foreign countries?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) The Government has ratified the Hague Convention 1970 and has enacted the Anti-hijacking Act, 1982 to give effect to the said Convention. The salient feature of the said Convention is to prevent offence of hijacking and related offences.

[*Translation*]

Supply of Gas from HBJ Pipeline

1307. SHRI KRISHNA MURARI MOGHE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government of Madhya Pradesh has requested for supply of gas from the HBJ pipeline in order to provide gas to the industries in Peethampur, Dewas, Indore and other consumers;

(b) if so, the details thereof; and

(c) the action taken/being taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) No, Sir. However, GAIL is connecting Pithampur, Dewas and Indore from the existing HBJ pipeline by laying a 98 km spur pipeline of 16" diameter. This pipeline is expected to be completed by 15.3.2007, pursuant to which natural gas / Regasified LNG would be supplied to various customers in the area.

In order to implement city gas project in the state of Madhya Pradesh, GAIL and HPCL have promoted a joint venture company, viz., Aavantika Gas Ltd, in June 2006. This company has initiated project implementation activities in the city of Indore, and has plans to take up similar projects in Gwalior and Ujjain.

Power Pant In Collaboration with NTPC

1308. DR. CHINTA MOHAN:
SHRI SHISHUPAL N. PATLE:
SHRI RAJIV RANJAN SINGH "LALAN":
SHRI MOHD. TAHIR:
PROF. MAHADEORAO SHIWANKAR:
SHRI BRAJESH PATHAK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways purchase electricity from the State Electricity Boards as of now;

(b) if so, the average annual requirement of electricity of the Raiways;

(c) the charges of electricity for opeation of trains per unit and the charges for other than train opeations;

(d) whether the Railways had earlier decide to set up a captive power plant in collaboration with NTPC with a view to get power at cheaper rates; and

(e) if so, the details in this regard and the present status in regard to te setting up of this plant?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) The average annual consumption of electricity for Railways for the year 2005-06 was 12,700 Million Units (approximately).

(c) The average cost of electricity for operation of trains (traction) for the year 2005-06 was 422 paisa per unit an the average cost of electricity for other than train opeations was 424 paisa per unit.

(d) and (e) Yes, Sir. Railways are establishing a captive power plant of 1000 Mega Watt (MW) capacity at Nabinagar (Bihar) in joint venture with NTPC Limited. This has ben included in Railway Budget for the year 2007-08, tabled in the Parliament.

[English]

Shortage of Pilots

1309. SHRI N.N. KRISHNADAS:
SHRIMATI P. SATHEEDEVI:
SHRI BALASHOWRY VALLABHANENI:

Will the Minister of CIVIL AVIATION be pleased to state:-

(a) the number of pilots in the public sector airlines at present, airline-wise;

(b) whether the public sector airlines are facing acute shortage of pilots;

(c) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Air India including Air India Charters Limited have 690 pilots including contract pilots. Based on the present fleet and route network, Air India has a shortfall of 118 pilots.

Indian Airlines including Alliance Air have 791 pilots including trainee pilots. While Indian Airlines has no shortage of pilots, Alliance Air, its subsidiary, has a shortfall of 2 pilots.

(d) Government have taken, following measures to cope up with the shortage of pilots in general viz. (i) Pilots are permitted to fly beyond the age of 58 years till 65 years of age subject to specified conditions; (ii) Plans to increase the number of pilots pupils from 40 to 100 at IGRUA. (iii) A National Institute of Flying Training is proposed to be set up at Gondia, Maharashtra and (iv) Type rated foreign pilots are permitted to operate aircraft.

Besides, Air India is also recruiting Graduates in Science or Engineering as Cadet Pilots.

LNG Terminals

1310. SHRI S. AJAYA KUMAR:
SHRI BRAJESH PATHAK:
SHRI SHISHUPAL N. PATLE:
SHRI MOHD. TAHIR:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of Liquefied Natural Gas (LNG) terminals in the country;

(b) whether the Government is contemplating to hand over LNG import-export terminals to the private sector;

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

(d) whether the Government also proposes to hand over LNG terminals meant for supply of LNG to power plants to the private sector;

(e) if so, the reasons therefor;

(f) whether any assessment has been made by the Government about the losses suffered by these terminals;

(g) if so, the details thereof; and

(h) the steps taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Presently, two LNG terminals, namely, 5 MMTA LNG terminal of Petronet LNG Ltd. (PLL) at Dahej, Gujarat and 2.5 MMTA LNG terminal of Hazira LNG Pvt. Ltd. (HLPL) at Hazira, Gujarat are in operation.

In addition to the above, 5 MMTA LNG terminal of Ratnagiri Gas and Power Private Ltd. (RGPPL) is expected to be commissioned in 2007-08.

(b) to (e) The LNG terminals which are presently operational are in Joint and private sector. The Government does not have any proposal to hand over these terminals to any private entity.

(f) to (h) Petronet LNG Ltd.(PLL) is a joint venture company promoted by four public sector oil companies, namely, GAIL(India) Ltd., Indian Oil Corporation Ltd., Bharat Petroleum Corporation Ltd. and Oil & Natural Gas Corporation, with 12.5% equity participation by each company. PLL has reported a net profit of Rs. 194.92 crores during the financial year 2005-06.

[Translation]

Upgradation of Airports Into International Airports

1311. SHRI VIJAY KUMAR KHANDELWAL:
SHRIMATI SUMITRA MAHAJAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there have been persistent demands from various State Governments for upgradation of airports in their State into international airports;

(b) if so, the details thereof; and

(c) the action taken/being taken by the Union Government in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Various State Governments have demanded upgradation of airports into international airports, such as: Uttar Pradesh - Lucknow, Uttarakhand - Dehradun, Andhra Pradesh - Visakhapatnam, Kamataka - Mangalore, Tamil Nadu - Madurai, Coimbatore, Orissa - Bhubneswar, Andaman & Nicobar - Port Blair and West Bengal Bagdogra.

(c) The upgradation of airports to international airports is undertaken on the basis of demands from airlines/ State/Union Territory Governments, traffic potential, land availability, resources, commercial viability etc.

Construction of Flyovers Under Solapur Railway Division

1312. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have formulated any scheme to construct flyovers near home signal of Puna side of

Jeur Railway Station and at Solapur Railway Station under Solapur Railway Division;

(b) if so, the details thereof along with the reasons for delay; and

(c) the time by which these are likely to be constructed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) There is a sanctioned work of Road Over Bridge (ROB) near Jeur Railway station sanctioned on cost sharing basis with State Government in lieu of Level Crossing (LC) No. 33-A, Km. 342/3-4 on Daund-Miraj section of Soranur Division during 2001-02 in progress. There is work of Road Under Bridge (RUB) near Solapur station at Km.456/1-2 which is being constructed under Built, Operate & Transfer (BOT) concept.

(b) and (c) For ROB at Jeur General Arrangement Drawing (GAD) had been approved in November 2001, contract awarded for Railway portion in January 2006, work is in progress and tentatively targeted for completion by year end. Approaches tender has also been invited by Public Works Department (PWD). Delay is on the part of PWD of State. The RUB work at Solapur station (Ramwadi) has been recently completed in Feb. 2007.

Tourism Potential In Rajasthan

1313. SHRIMATI KIRAN MAHESHWARI:
SHRI GIRDHARI LAL BHARGAVA:

Will the Minister of TOURISM be pleased to state:

(a) whether the Government is aware of the vast tourism potential of Rajasthan;

(b) if so, the names of the areas which have been identified for being developed as tourist centres by the Union and State Government jointly;

(c) whether any comprehensive scheme has been formulated in this regard; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (d) Development and promotion of tourism is undertaken primarily by the State Governments/UT Administrations. The Ministry of Tourism, Government of India, extends financial assistance to the State Governments/UT Administrations for tourism related projects which are identified in consultation and interaction with them under schemes for, Product/Infrastructure Development of Destinations/Circuits and Assistance to Large Revenue Generating Projects.

Project proposals received from the State Governments/Union Territories that are complete in all respect are examined as per scheme guidelines and sanctioned on the basis of inter-se priority and funds released subject to availability under the respective head.

An amount of Rs. 953.84 lakh has been sanctioned in the year 2006-07 for Rajasthan.

A list of projects sanctioned for Rajasthan in the years 2004-05, 2005-06 and 2006-07 is enclosed as statement.

Statement

Projects sanctioned to the state of Rajasthan during 2004-05, and 2006-07

(Rs. in lakh)

| Sl.No. | Name of Project/Scheme | Amount sanctioned |
|---------|--|-------------------|
| 1 | 2 | 3 |
| 2004-05 | | |
| 1. | Development of National Capital Region Tourist Circuit in Rajasthan under the Scheme of Integrated Development of Tourist Circuit. | 738.00 |

| 1 | 2 | 3 |
|----------------|--|----------------|
| 2. | Development of Hadoti Tourist Circuit in Rajasthan under scheme for Integrated Development of tourist Circuit | 725.10 |
| 3. | Mounting of Sound & Light Show at Amber Fort, Jaipur | 129.26 |
| 4. | Development of an Elephant Village (Hathi Gram) at Amber, Jaipur | 492.18 |
| 5. | IT Project Scheme for translation of the existing Rajasthan tourism portal into five other languages | 24.42 |
| 6. | Development of Amber Fort Complex at Jaipur | 333.33 |
| 7. | Jaipur Heritage International Festival, 2005 | 15.00 |
| 8. | GOI-UNDP Endogenous Tourism Project at village Samode in Jaipur Distt. | 20.00 |
| 9. | GOI-UNDP Endogenous Tourism Project at village Haldighati in Rajasamand Distt. | 19.32 |
| 10. | GOI-UNDP Endogenous Tourism Project at village Neemrana in Alwar Distt. | 20.00 |
| 11. | Organizing Paragliding | 2.45 |
| Total | | 2519.06 |
| 2005-06 | | |
| 1. | Mounting of Sound and Light Show at Amber Fort, Jaipur | 129.26 |
| 2. | Development of Hawa Mahal and Jantar Mantar at Jaipur under Destination Development Scheme | 464.32 |
| 3. | Integrated Development of Mewar-Vagad Circuit comprising of places in Udaipur-Rajasamand-Chittorgarh-Banswara-Doongarpur Districts as Tourist Circuit | 580.00 |
| 4. | Development of Brij Bhoomi religious Tourist Circuit comprising of Mathura, Vrindavan, Barsana, Jheel, Kalia Devi, Poonchari, Neelkanth, Bharthrihari in Rajasthan and Uttar Pradesh | 477.07 |
| 5. | Integrated Development of Pushkar (District Ajmer) as a Tourist Destination | 434.04 |
| 6. | Celebration of Jaipur Heritage International Festival, 2006 | 15.00 |
| Total | | 2099.69 |

| 1 | 2 | 3 |
|----|--|---------------|
| | 2006-07 | |
| 1. | Integrated Development of Udaipur as a Tourist Destination | 276.68 |
| 2. | Conservation, Restoration and Preservation of Gagron Fort, Jhalawar Dist., Rajasthan under Destination Dev. Scheme | 281.71 |
| 3. | Rajasthan Day, 2007 | 10.00 |
| 4. | Jaipur Heritage International Festival, 2007 | 10.00 |
| 5. | Pushkar Fair, 2006 | 05.00 |
| 6. | Desert Festival, 2007 | 05.00 |
| 7. | Development of Jaisalmer as a tourist destination | 315.45 |
| 8. | Development of Rural Tourism in Haldighati Region, Dist. Rajsamand | 50.00 |
| | Total | 953.84 |

[English]

Supply of PNG by Pakistan

1314. SHRI A. SAI PRATHAP: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Pakistan has offered to supply piped natural gas to Jammu and Kashmir;

(b) if so, the details thereof; and

(c) the reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) No offer has been received from the Government of Pakistan in this regard.

(b) and (c) Do not arise.

Loss Incurring CPSUs

1315. SHRI BADIGA RAMAKRISHNA:
SHRI JIVABHAI A. PATEL:
SHRI HARIKEWAL PRASAD:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) the number of Central Public Sector Undertakings (CPSUs) incurring losses during the last three years, state-wise;

(b) whether any budgetary support has been provided by the Union Government to these undertakings during the said period;

(c) if so, the details thereof;

(d) the number of employees retrenched due to losses in these CPSUs during the said period; and

(e) the corrective steps taken/being taken by the Government for revival of these CPSUs?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV): (a) During the last three years i.e. 2003-04, 2004-05 and 2005-06 the number of loss making Central Public Sector Enterprises (CPSEs) were 90, 81 and 58 respectively. The state-wise details of these CPSEs are given in the enclosed statement.

(b) and (c) Details of budgetary support given by the Government to the CPSEs, are given in Volume 1 of Expenditure Budget of the respective years.

(d) and (e) A Board for Reconstruction of Public Sector Enterprises (BRPSE) was constituted in December, 2004 inter alia to consider the cases of sick CPSEs for making suitable recommendations to the Government.

The concerned administrative Ministries/Departments make references of sick CPSEs to the BRPSE seeking its recommendations and thereafter obtain the approval of the competent authority. Based on the recommendations of the BRPSE, the Government has approved revival schemes in respect of 25 CPSEs till 28.2.2007. The revival package of respective CPSE addresses the issue of surplus employees, if any, through Voluntary Retirement Scheme (VRS)/Voluntary Separation Scheme (VSS) as the case may be.

Statement

Loss making CPSEs during 2003-04

| S.No. | Name of the Company |
|--------------------------|---|
| 1 | 2 |
| Andhra Pradesh | |
| 1. | Bharat Heavy Plate & Vessels Ltd. |
| 2. | Hindustan Fluorocarbons Limited |
| 3. | Hmt Bearings Ltd. |
| Assam | |
| 4. | Brahmaputra Valley Fertilizer Corpn. |
| 5. | North Eastern Regional Agri. Marketing Corp. Ltd. |
| Bihar | |
| 6. | Bharat Wagon & Engg. Co. Ltd. |
| 7. | Pyrites, Phosphates & Chemicals Ltd. |
| Haryana | |
| 8. | Indian Drugs & Pharmaceuticals Ltd. |
| Himachal Pradesh | |
| 9. | Satluj Jal Vidyut Nigam Ltd. |
| Jammu and Kashmir | |
| 10. | HMT Chinar Watches Ltd. |
| 11. | Jammu And Kashmir Mineral Development Corporation Ltd |

| 1 | 2 |
|-----------------------|---|
| Karnataka | |
| 12. | HMT Ltd. |
| 13. | HMT Machine Tools Ltd. |
| 14. | HMT Watches Ltd. |
| 15. | ITI Ltd. |
| 16. | Karnataka Trade Promotion Organisation |
| 17. | NTC (Andhra Pradesh, Karnataka, Kerala & Mahe, Ltd. |
| 18. | Tungabhadra Steel Products Ltd. |
| Kerala | |
| 19. | Fertilizers and Chemicals (Travancore) LTD, |
| Madhya Pradesh | |
| 20. | Madhya Pradesh Ashok Hotel Corpn. Ltd. |
| 21. | Nepa Ltd. |
| Maharashtra | |
| 22. | Hindustan Antibiotics Ltd. |
| 23. | Hindustan Organic Chemicals Ltd. |
| 24. | Hotel Corpn. of India Ltd. |
| 25. | Maharashtra Antibiotics & Pharmaceuticals Ltd. |
| 26. | Mineral Exploration Corpn. Ltd. |
| 27. | National Film Dev. Corpn. Ltd. |
| 28. | Ntc (Maharashtra North) Ltd. |
| 29. | Ntc (South Maharashtra) Ltd. |
| 30. | Richardson & Cruddas (1972) Ltd. |
| Manipur | |
| 31. | Manipur State Drugs & Pharmaceutical Ltd. |
| Meghalaya | |
| 32. | North Eastern Handicrafts & Handloom Dev. Corpn. Ltd. |

| 1 | 2 |
|----------------------|---|
| Nagaland | |
| 33. | Nagaland Pulp & Paper Company Ltd. |
| Orissa | |
| 34. | Orissa Drugs & Chemicals Ltd. |
| 35. | Utkal Ashok Hotel Corpn. Ltd. |
| Punjab | |
| 36. | Semi-conductor Complex Ltd. |
| Rajasthan | |
| 37. | Hindustan Salts Ltd. |
| 38. | Instrumentation Ltd. |
| 39. | Sambhar Salts Ltd. |
| Tamilnadu | |
| 40. | Ennore Port Ltd. |
| 41. | Hindustan Photo Films Manufacturing Corpn. Ltd. |
| 42. | IDPL (Tamilnadu) Ltd. |
| 43. | Madras Fertilizers Ltd. |
| 44. | NTC (Tamilnadu and Pondicherry) Ltd. |
| Uttar Pradesh | |
| 45. | Bharat Leather Corpn. Ltd. |
| 46. | Bharat Pumps & Compressors Ltd.. |
| 47. | Brushware Ltd. |
| 48. | Triveni Structurals Ltd. |
| West Bengal | |
| 49. | Andrew Yule & Company Ltd. |
| 50. | BBJ Construction Company Ltd. |
| 51. | Bengal Immunity Ltd. |
| 52. | Bharat Ophthalmic Glass Ltd. |
| 53. | Biecco Lawrie Ltd. |

| 1 | 2 |
|------------------------------------|---|
| 54. | Birds, Jute & Exports Ltd. |
| 55. | Braithwaite & Co. Ltd. |
| 56. | Burn Standard Company Ltd. |
| 57. | Central Inland Water Transport Corpn. Ltd. |
| 58. | Eastern Coalfields Ltd. |
| 59. | Hindustan Cables Ltd. |
| 60. | Hindustan Copper Ltd. |
| 61. | Hindustan Steel Works Costn. Ltd. |
| 62. | Hooghly Dock and Port Engineers Ltd. |
| 63. | National Instruments Ltd. |
| 64. | National Jute Manufacturers Corporation Ltd. |
| 65. | Smith Stanistreet & Pharmaceuticals Ltd. |
| Andaman And Nicobar Islands | |
| 66. | Andaman and Nicobar Island Forest & Plant Dev. Corp. Ltd. |
| Delhi | |
| 67. | Air India Air Transport Services Ltd. |
| 68. | Cement Corpn. of India Ltd. |
| 69. | Central Cottage Industries Corpn. of India Ltd. |
| 70. | Central Electronics Ltd. |
| 71. | ET & T Ltd. |
| 72. | Fertilizer Corpn. of India Ltd. |
| 73. | Hindustan Fertilizer Corpn. Ltd. |
| 74. | Hindustan Insecticides Ltd. |
| 75. | Hindustan Prefab Ltd. |
| 76. | Hindustan Shipyard Ltd. |
| 77. | Hindustan Vegetable Oils Corpn. Ltd. |
| 78. | Indian Oil Technologies Ltd. |
| 79. | Konkan Railway Corporation Ltd. |

| 1 | 2 |
|-------------|---|
| 80. | National Industrial Dev. Corpn. Ltd. |
| 81. | National Projects Construction Corpn. Ltd. |
| 82. | National Textile Corpn. (Holding Co.) Ltd. |
| 83. | Railtel Corporation India Ltd. |
| 84. | State Farms Corporation of India Ltd. |
| Pondicherry | |
| 85. | Pondicherry Ashok Hotel Corpn. Ltd. |
| Jharkhand | |
| 86. | Bharat Coking Coal Ltd. |
| 87. | Bharat Refractories Ltd. |
| 88. | Central Mine Planning & Design Institute Ltd. |
| 89. | Heavy Engineering Corpn. Ltd. |
| 90. | Mecon Ltd. |

Loss Making CPSES During 2004-05

| Sl.No. | Name of the Company |
|----------------|--|
| 1 | 2 |
| Andhra Pradesh | |
| 1. | Bharat Heavy Plate & Vessels Ltd. |
| 2. | Hindustan Fluorocarbons Limited |
| 3. | HMT Bearings Ltd. |
| 4. | Praga Tools Ltd. |
| Assam | |
| 5. | Assam Ashok Hotel Corpn. Ltd. |
| 6. | North Eastern Regional Agri. Marketing Corpn. Ltd. |
| Bihar | |
| 7. | Bharat Wagon & Engg. Co. Ltd. |
| 8. | Pyrites, Phosphates & Chemicals Ltd. |
| Gujarat | |
| 9. | NTC (Gujarat) Ltd. |

| 1 | 2 |
|-------------------|---|
| Haryana | |
| 10. | Indian Drugs & Pharmaceuticals Ltd. |
| Jammu And Kashmir | |
| 11. | HMT Chinar Watches Ltd. |
| 12. | Jammu and Kashmir Mineral Development Corpn. Ltd. |
| Karnataka | |
| 13. | HMT Machine Tools Ltd. |
| 14. | HMT Watches Ltd. |
| 15. | ITI Ltd. |
| 16. | Karnataka Trade Promotion Organisation |
| 17. | Tungabhadra Steel Products Ltd. |
| Kerala | |
| 18. | Fertilizers & Chemicals (Travancore) Ltd. |
| Madhya Pradesh | |
| 19. | Madhya Pradesh Ashok Hotel Corpn. Ltd. |
| 20. | NEPAL Ltd. |
| 21. | NTC (Madhya Pradesh) Ltd. |
| Maharashtra | |
| 22. | Air India Charters Ltd. |
| 23. | Hindustan Antibiotics Ltd. |
| 24. | Hotel Corpn. of India Ltd. |
| 25. | Indian Oil Blending Ltd. |
| 26. | National Film Dev. Corpn. Ltd. |
| 27. | NTC (Maharashtra North) Ltd. |
| 28. | NTC (South Maharashtra) Ltd. |
| 29. | Richardson & Cruddas (1972) Ltd. |
| Meghalaya | |
| 30. | North Eastern Handicrafts & Handloom Dev. Corpn. Ltd. |

| 1 | 2 |
|----------------------|--|
| Nagaland | |
| 31. | Nagaland Pulp & Paper Company Ltd. |
| Orissa | |
| 32. | Utkal Ashok Hotel Corpn. Ltd. |
| Punjab | |
| 33. | Semi-conductor Complex Ltd. |
| Rajasthan | |
| 34. | Instrumentation Ltd. |
| Tamilnadu | |
| 35. | Hindustan Photo Films Manufacturing Co. Ltd. |
| 36. | IDPL (Tamilnadu) Ltd. |
| 37. | Madras Fertilizers Ltd. |
| 38. | NTC (Tamilnadu & Pondicherry) Ltd. |
| Uttar Pradesh | |
| 39. | Bharat Leather Corpn. Ltd. |
| 40. | Bharat Pumps & Compressors Ltd. |
| 41. | British India Corporation Ltd. |
| 42. | Brushware Ltd. |
| 43. | NTC (Uttar Pradesh) Ltd. |
| 44. | Triveni Structurals Ltd. |
| West Bengal | |
| 45. | Andrew Yule & Company Ltd. |
| 46. | Bengal Chemicals & Pharmaceuticals Ltd. |
| 47. | Bharat Ophthalmic Glass Ltd. |
| 48. | Braithwaite & Co. Ltd. |
| 49. | Burn Standard Company Ltd. |
| 50. | Central Inland Water Transport Corpn. Ltd. |
| 51. | Eastern Coalfields Ltd. |
| 52. | Hindustan Cables Ltd. |

| 1 | 2 |
|------------------------------------|--|
| 53. | Hindustan Steel Works Costn. Ltd. |
| 54. | Hooghly Dock and Port Engineers Ltd. |
| 55. | National Instruments Ltd. |
| 56. | National Jute Manufacturers Corporation Ltd. |
| 57. | NTC (West Bengal, Assam, Bihar and Orissa) Ltd. |
| 58. | Tyre Corporation of India Ltd. |
| Andaman and Nicobar Islands | |
| 59. | Andaman And Nicobar Isl. Forest & Plant. Dev. Corp. Ltd. |
| Delhi | |
| 60. | Air India Air Transport Services Ltd. |
| 61. | Airline Allied Services Ltd. |
| 62. | Cement Corpn. of India Ltd. |
| 63. | Central Electronics Ltd. |
| 64. | Fertilizer Corpn. of India Ltd. |
| 65. | Hindustan Fertilizer Corpn. Ltd. |
| 66. | Hindustan Insecticides Ltd. |
| 67. | Hindustan Prefab Ltd. |
| 68. | Hindustan Shipyard Ltd. |
| 69. | Hindustan Vegetable Oils Corpn. Ltd. |
| 70. | Konkan Railway Corporation Ltd. |
| 71. | National Projects Construction Corpn. Ltd. |
| 72. | National Small Industries Corpn. Ltd. |
| 73. | National Textile Corpn. (Holding Co.) Ltd. |
| 74. | NTC (Delhi, Punjab and Rajasthan) Ltd. |
| 75. | Railtel Corporation India Ltd. |
| 76. | State Farms Corporation of India Ltd. |
| Pondicherry | |
| 77. | Pondicherry Ashok Hotel Corpn. Ltd. |

| 1 | 2 |
|------------------------------------|---|
| Jharkhand | |
| 78. | Bharat Coking Coal Ltd. |
| 79. | Bharat Refractories Ltd. |
| 80. | Heavy Engineering Corpn. Ltd. |
| 81. | Ranchi Ashok Bihar Hotel Corpn. Ltd. |
| Tamilnadu | |
| 30. | Hindustan Photo Films Manufacturing Co. Ltd. |
| 31. | Madras Fertilizers Ltd. |
| Uttar Pradesh | |
| 32. | British India Corporation Ltd. |
| 33. | Brushware Ltd. |
| 34. | NTC (Uttar Pradesh) Ltd. |
| 35. | Triveni Structurals Ltd. |
| West Bengal | |
| 36. | Andrew Yule & Company Ltd. |
| 37. | Burn Standard Company Ltd. |
| 38. | Central Inland Water Transport Corpn. Ltd. |
| 39. | Hindustan Cables Ltd. |
| 40. | Hindustan Steel Works Costn. Ltd. |
| 41. | Hooghly Dock And Port Engineers Ltd. |
| 42. | Jute Corpn. of India Ltd. |
| 43. | National Instruments Ltd. |
| 44. | NTC (West Bengal, Assam, Bihar & Orissa) Ltd. |
| 45. | Tyre Corporation of India Ltd. |
| Andaman and Nicobar Islands | |
| 46. | Andaman and Nicobar Island Forest & Plant Dev. Corp. Ltd. |
| Delhi | |
| 47. | Airline Allied Services Ltd. |

| 1 | 2 |
|------------------|--|
| 48. | Fertilizer Corpn. of India Ltd. |
| 49. | Hindustan Fertilizer Corpn. Ltd. |
| 50. | Hindustan Prefab Ltd. |
| 51. | Hindustan Vegetable Oils Corpn. Ltd. |
| 52. | Konkan Railway Corporation Ltd. |
| 53. | National Textile Corpn. (Holding Co.) Ltd. |
| 54. | NTC (Delhi, Punjab and Rajasthan) Ltd. |
| 55. | Railtel Corporation India Ltd. |
| 56. | State Farms Corporation of India Ltd. |
| Jharkhand | |
| 57. | Bharat Refractories Ltd. |
| 58. | Heavy Engineering Corpn. Ltd. |

[*Translation*]

**New Rail Line From Gola Gokarnath to
Shahjahanpur**

1316. SHRI ILYAS AZMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey was undertaken to lay new rail line from Gola Gokarnath to Shahjahanpur via Mohammadi in 1997;

(b) if so, the outcome thereof; and

(c) the time by which work is likely to be started on this rail line ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. An updating survey for new line from Golagokarnath to Shahjahanpur via Muhamadi (67.121 Kms.) was completed in October, 2004 as per which the cost of construction was assessed as Rs. 172.38 crore.

In view of its unremunerative nature, constraint of resources and heavy throwforward of ongoing projects, the proposal was not found feasible.

(c) Does not arise.

Compensation for Loss/Damage to Air Passengers

1317. SHRI RASHEED MASOOD:
SHRI K.S. RAO:
SHRI ASADUDDIN OWAISI:
SHRI KULDEEP BISHNOI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the compensation fixed by the Government in case of death and loss/damage of baggage in the international flights;

(b) the existing mechanism regarding payment of compensation to the air passengers in such cases;

(c) whether the Government is considering to align domestic laws to passenger friendly international treaty by raising the compensation limit for all air passengers for the loss of life and loss/damage of baggage;

(d) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) At present under the Carriage by Air Act, 1972, the compensation levels are as under: (i) For loss of life - the liability is limited to Special Drawing Rights (SDR) 100,000 per passenger, or equivalent (ISDR-1.40 USD approx.) (ii) For loss of baggage - the liability is on weight loss basis @ USD 207- per kg. (iii) For damaged bags, they are either repaired or replaced by the Company.

(c) to (e) The Government has approved accession to the Montreal Convention, 1999 for unification of certain Rules for international carriage. This new Convention inter-alia aims to facilitate higher compensation. Pursuant to this decision of the Government, a Bill to amend Carriage By Air Act, 1972 is under finalization.

[English]

Exploration of Oil and Gas by Public Sector Oil Companies

1318. SHRI SUGRIB SINGH:
SHRI KISHANBHAI V. PATEL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether public sector oil companies are far behind from private sector oil companies in term of exploration of oil and gas reserves in the current financial year;

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

(c) the steps taken by the Government to strengthen the public sector oil companies to enable them to compete with private sector companies?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Public and Private Sector companies make assessment of hydrocarbon reserves on the completion of the financial year. However, in place reserve, accretion by Oil and Natural Gas Corporation Limited (ONGC), Oil India Limited (OIL) and Private / Joint Venture (JV) companies for the financial year, 2005-06 were 137.02 MMT (Million Metric Tonnes), 20.08 MMT and 66.05 MMT respectively.

(c) Question does not arise in view of (a) & (b) above.

Changing The Name of Manglapuram Express as Bekal Express

1319. SHRI P. KARUNAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposal from the Government of Kerala for changing the name of Manglapuram Express Train No. 6347 to 'Bekal Express' in view of tourism importance attached to 'Bekal Fort'; and

(b) if so, the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. However, a representation from the Hon'ble Member has been received for naming of 6347/6348 Thiruvananthapuram-Mangalore Express as Bekal Express.

(b) This has been examined but naming the train as Bekal Express has not been found desirable.

[Translation]

Incident of Fire in Godaan Express

1320. SHRI SHISHUPAL N. PATLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the incident of fire in Godaan Express;

(b) if so, the details thereof alongwith loss of lives and properties therein;

(c) whether any inquiry has been conducted to ascertain the reasons of fire;

(d) if so, the outcome thereof and the action taken thereon; and

(e) the details of such incidents occurred during 2006-07 alongwith loss of lives and properties therein, incident-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) On 01.02.2007 at 20.10 hours, some antisocial elements set fire in 1055 Down (Godaan Express) resulting in complete damage of two coaches and partially damaging two other coaches; The total loss of railway property is estimated to be approximately Rupees 23.7 lakhs according to the Chief Safety Officer/North Eastern Railway / Goarkhpur. No loss of life has been reported in this incident.

(c) and (d) Government Railway Police, Azamgarh has registered a case vide Crime No. 2/07, Under Section 436 Indian Penal Code, Under Section 3/4 Lok Sampatti Vinash Nivaran Adhinyam and Under Section 151 Railway Act on 02.02.07 against unknown and the case is under investigation.

(e) Details are as statement.

Statement

| Rly. | Date of Occurrence | Place of Occurrence | Railway property damaged | Loss of life | Estimated value of property damage | Cause of occurrence |
|------|--------------------|---|---------------------------------|--------------|------------------------------------|---------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| NER | 29.01.07 | Train No.5007 Chauri Chaura Railway Station in Varanasi Division | Carriage fittings Damaged | Nil | Rs. 2,200/- | Agitation |
| NER | 29.01.07 | Train No. 213 UP at Tulsipur-Kauwapur in Lucknow Division. | Carriage fittings Damaged | Nil | Not Ascertained | Agitation |
| NER | 29.01.07 | Train No. 551 UP at Chakra Road Railway Station in Varanasi Division. | Carriage Fittings Damaged | Nil | Rs.1,00,000/- | Agitation |
| NER | 29.01.07 | Train No. 5008 Down at Manduadih Railway Station in Varanasi Division. | Carriage Fittings Damaged | Nil | Not Ascertained | Agitation |
| NER | 30.01.07 | Train No. 582 Down, Between Jagatbhia and in Lucknow Division. | Carriage Fittings Domingarh | Nil | Nil | Agitation |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|------|----------|---|--|-----|------------------------------|---|
| NER | 30.01.07 | Train No. 580 DN. At Bhatpar Rari Railway Station. | Carriage Fittings Damaged | Nil | Not Ascertained | Agitation |
| NER | 30.01.07 | Train No. 243 Down, between Rankila Laxmiganj Railway Station in Varanasi Division. | Carriage Fittings Damaged | Nil | Not Ascertained | Agitation |
| NER | 29.01.07 | Train No. 422 UP | Carriage Fittings Damaged | Nil | Rs. 15,000/- | Agita- tion |
| CR | 30.11.06 | Train No. 2 124 UP, A17 Down and A26 UP at Uthesnagar Rly. Str. | Railway Property | Nil | Rs. 2,29,86,713/ | Protest, Case under Enquiry with Government Railway Police, Kalyan. |
| NFR | 25.04.06 | Train No. 5813 Down (Meter Gauge) at Rawta Bagan Railway Station in Rangiya Division | Engine of the Train Damaged | No | Rs. 90,00,000/- | Under Investigation |
| SECR | 01.12.06 | Train No. AGC 03, Coach No. 5370 at Chanda Fort Railway Station of Nagpur Division | Fire was controlled by Railway Protection Force staff resulting no damage | Nil | Nil | Under Investigation with Government Railway Police Itwari |
| SECR | 06.12.06 | Between Darakasa-Bortalao Railway Station (Gondia-Nagpur Section) of Nagpur Division | Electrical Engine was set fire by armed naxalites | Nil | Awaited | The case is under Investigation with Local Police Salekasa (Maharashtra) |
| WR | 10.04.06 | At Mumbai Central | Two Coaches of 2010 UP Shatabdi Express damaged | Nil | Rs. 70,000/- | — |
| WR | 30.06.06 | Office of Personal Assistant to Chief Medical Engineer at Churchgate. | Office of Personal Assistant to Chief Medical Engineer damaged | Nil | Not Ascertained so far | — |
| WR | 13.02.07 | At Valsad Yard. | Fire in three coaches of Train No. 9109 Down Damaged | Nil | Not Ascertained so far | — |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|------|----------|---|--|-----|--------------------|--|
| SCR | 12.04.06 | Between Mastabada-Gundala Railway Station. In Air Conditioned coach of Train No. 6324 | No damage | Nil | Nil | Due to throwing of Lighted cigarette butt in the dustbin. No. case was registered. |
| SCR | 21.08.06 | Between Secunderabad-Hussain Sagar Junction in train No. 2753 | Rolling stock damaged | Nil | Rs. 188,2591 lakhs | Failure of Person/ Persons other than Railway Staff. |
| SCR | 28.02.06 | Train No. 102 passenger at Bhimavaram Town Station | The top of the engine portion | Nil | Rs. 2 Lakhs | Short Circuit or Mechanical Defect. |
| SCR | 30.11.06 | One Coach at sick Line of Carriage and Wagon Department Purna Railway Station. | One Coach damaged | Nil | Rs. 6,00,000/- | Miscreant activity. |
| SCR | 6.12.06 | Nanded Railway station | Few seats of Empty rake of Train no. 7887 Marathwada Express partially burnt. | Nil | Rs.500/- | Miscreant activity. |
| SCR | 31.01.07 | Machilipatnam Railway Station | One coach of Train No. 114 Passenger was burnt | Nil | Nil | Due to agitation, Case was registered by Government Railway Police and Local Police. |
| ECC | 19.03.06 | In train No. 8412 Down in washing line at Bhubaneswar. | Carriage & Electric fitting of one coach was damaged. | Nil | Rs.1 Lakh | Under Investigation |
| ECOR | 02.10.06 | In Goods Train No. BVF 1 / 5 Down at Sringsaverapu Kota Railway Station on line Number two. | Damage to fittings of Loco due insulation of power cable and its rubbing against the iron frame leading to ignition of combustible materials due to excessive oscillation of flexible power cable. | Nil | Rs. 38,854/- | Under Investigation |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|----|----------|---|---|-----|--------------|--|
| SR | 18.07.06 | Between Mayiladudurai and Nidur Stations, Trichy Division | Damage to locomotive due to leakage of tube oil in engine of Train No. 6854 | Nil | Rs. 2000/- | No Case was reported |
| SR | 27.03.06 | At Arakkonam Yard | Damage to stabled coach | Nil | Rs. 95,000/- | Case registered with Government Railway Police /Arakkonam and was closed as undetected on 14.09.06 |
| SR | 11.09.06 | At Kodambakkam station Yard | Damage in stabled coaches in the station yard. | Nil | Rs. 35,000/- | Self immolation of a woman residing in the hut in yard. No case was registered. |

*[English]***Food Testing Laboratories**

1321. PROF. M. RAMADASS:
DR. M. JAGANNATH:

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

(a) the number of food testing laboratories set up as on date alongwith the number of food testing laboratories proposed to be set up in near future, State-wise;

(b) whether the Government propose to upgrade the existing food testing laboratories in order to meet international standards of the industry;

(c) if so, details of food testing laboratories proposed to be upgraded in each State; and

(d) the funds sanctioned/proposed to be sanctioned thereon?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (d) Ministry of Food Processing Industries (MFPI) provides financial assistance under its Plan Scheme to various stakeholders such as Central/ State Government organizations, IITs, Universities, private sector organisations for setting up / up-gradation of food testing laboratories in order to meet domestic as well as

international standards of the food products. MFPI has assisted 36 organizations and approved grant-in-aid of Rs. 52.83 Crore so far, under its Plan Scheme. A statement indicating total number of food testing laboratories, state-wise, assisted by MFPI is enclosed. The schemes operated by MFPI are not State specific. The proposals received from States and other stakeholders for setting up/up-gradation of food testing laboratories are considered as per guidelines of this Ministry. During 11th Plan, MFPI proposes to provide financial assistance for upgradation/setting up of about 84 food-testing laboratories at National, State and District levels with financial outlay of Rs 74.00 Crores.

Statement

State-wise financial assistance provided by MFPI so far, for setting up/up-gradation of food testing laboratories

| Sl. No. | Name of the State | Food Testing Laboratories | Total Grant-in-aid approved (Rs in Lakhs) |
|---------|-------------------|---------------------------|---|
| 1 | 2 | 3 | 4 |
| 1. | Andhra Pradesh | 3 | 360.389 |
| 2. | Assam | 1 | 485.00 |
| 3. | Delhi | 4 | 350.94 |

| 1 | 2 | 3 | 4 |
|-------|-------------------|----|----------|
| 4. | Gujarat | 2 | 649.24 |
| 5. | Haryana | 3 | 178.32 |
| 6. | Jammu and Kashmir | 1 | 100.00 |
| 7. | Jharkhand | 1 | 50.00 |
| 8. | Karnataka | 2 | 433.51 |
| 9. | Madhya Pradesh | 2 | 84.39 |
| 10. | Maharashtra | 2 | 95.22 |
| 11. | Punjab | 2 | 251.15 |
| 12. | Tamilnadu | 2 | 261.70 |
| 13. | Uttar Pradesh | 5 | 648.24 |
| 14. | Uttarakhand | 1 | 32.00 |
| 15. | West Bengal | 4 | 803.08 |
| 16. | Kerala | 1 | 500.00 |
| Total | | 36 | 5283.179 |

Domestic Airlines tie up with Foreign Airlines

1322. SHRI KIRTI VARDHAN SINGH:
SHRIMATI NIVEDITA MANE:
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is examining issues relating to domestic airlines tying up with foreign carriers and setting up companies abroad to start international operations;

(b) if so, the details thereof;

(c) the number and names of airlines which have applied for such tie up; and

(d) the time by which the proposed tie up is likely to be allowed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No Sir.

(b) to (d) Do not arise.

Coaching and Allied Scheme

1323. SHRI HITEN BARMAN:
SHRI JOACHIM BAXLA:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government of West Bengal requested to the Union Government for aid under coaching and allied scheme for SCs;

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

(c) whether Merit Upgradation Scheme is also being implemented under the coaching and allied scheme for talented students belonging to Scheduled Castes and Scheduled Tribes;

(d) if so, whether any evaluation of the scheme has been made; and

(e) if so, the details of the achievements made under this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Yes, Sir.

(b) The Government of West Bengal had submitted four proposals under the Centrally Sponsored scheme of Coaching & Allied Assistance in respect of Jadavpur University, University of Calcutta, State-run coaching centres and the University of Burdwan. The State Government and concerned Universities had been requested for furnishing the requisite documents for processing the proposals. The University of Burdwan submitted the documents and the proposal was sanctioned during 2006-07 for an amount of Rs. 4,93,425/-.

(c) No Sir.

(d) and (e) Do not arise.

Revision of Norms for Airlines

1324. SHRI CHANDRA BHUSHAN SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has revised the norms including safety norms for airlines operations in the country; and

(b) if so, the details thereof alongwith the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The revision of rules, regulations and other safety norms for airline operations is carried out from time to time on the recommendation of Director General of Civil Aviation, mainly to meet the requirements prescribed by the International Civil Aviation Organisation (ICAO). The changes are promulgated by revising the existing norms or laying down new norms.

[Translation]

Third Track Between Surat and Ahmedabad

1325. SHRI MANSUKHBHAI D. VASAVA:
SHRI KASHIRAM RANA:
SHRI HANSRAJ G. AHIR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to lay third track on the Surat-Ahmedabad, Mumbai-Ahmedabad and Nagpur-Hyderabad Sections:

(b) if so, the details thereof;

(c) whether works on these projects have been started; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) No, Sir. However, the capacity of Ahmedabad-Surat-Mumbai route is being augmented by adopting Automatic Signalling. The construction of Dedicated Freight Corridor on the Western route will also provide additional capacity on this route.

On Nagpur-Hyderabad route, surveys for construction of 3rd line on Itarsi-Nagpur-Ballarshah and Ballarashah-Kazipet sections have also been taken up to assess the traffic on these sections.

Purchase of Aircraft

1326. SHRI MOHAN SINGH:
SHRI M. APPADURAI:
SHRIMATI JYOTIRMOYEE SIKDAR:

Will the Minister of DEFENCE be pleased to state:

(a) whether any deal has been struck for purchase of F-16, F-18 and other aircraft during or after the recent Air Show of Air Force at Bangalore,

(b) if so, the details thereof including the terms and condition of agreement;

(c) whether the Air Force has acquired advanced trainers for each sophisticated fighters;

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

(e) the time by which the aircrafts are likely to be inducted in the Indian Air Force?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):
(a) No, Sir.

(b) to (e): Do not arise.

[English]

Complaints on Tatkal Scheme

1327. SHRI REWATI RAMAN SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any complaints on its tatkal scheme for charging fare from first to last station irrespective of the stations to be travelled by passengers, the passengers have to pay the fixed charge and the period in advance by which tickets are issued;

(b) if so, the details thereof; and

(c) the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) to (c) Some complaints were received regarding charging of fare under Tatkal Scheme from originating to terminating point of the train with boarding facility from intermediate station. These complaints were replied on the basis of extant position at that time.

However, in view of this as well as informal feedback received, the matter was re-examined and the zonal Railways were authorised to take decision to allow booking under Tatkal scheme from end to end or keeping it free or allowing it from intermediate station depending upon the demand pattern.

The Advance Reservation Period (ARP) for booking tickets under Tatkal scheme is five days excluding the day of journey. This ARP has been kept with a view to enable passengers to book accommodation under this scheme through Internet also.

Since the scheme has been generally appreciated, at present, no review is deemed necessary.

[*Translation*]

IOC Pipeline Between Panipat and Dadri

1328. DR. RAJESH MISHRA:
SHRI J.M. AARON RASHID:
SHRI AVTAR SINGH BHADANA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Indian Oil Corporation is laying gas pipeline between Panipat and Dadri in Uttar Pradesh;

(b) if so, whether the land has been acquired by the IOC;

(c) if so, the total compensation paid to the land owners;

(d) whether the Union Government has received representations from the land owners regarding discrepancies in allotment of compensation; and

(e) if so, the details thereof alongwith the action taken/being taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) IOCL has decided to lay gas pipeline from Dadri in Uttar Pradesh to Panipat in Haryana.

(b) IOCL is in the process of acquiring Right of Use (ROU) in land under 'The Petroleum and Mineral Pipelines (Acquisition of Right of User in Land) Act, 1962'. While the process has been completed for the pipeline route falling in the state of Haryana, it is in progress in Uttar Pradesh.

(c) Compensation for ROU in land will be given to the land-owners before the start of pipeline laying works.

(d) No, Sir. However, land-owners of Dadri, Ghaziabad and Modinagar tehsils in Uttar Pradesh have objected to less compensation being paid for acquisition of ROU in land and to the restrictions on land-use, during the process of hearing of objections under Section 5 of the Act.

(e) Under sub-section (4) of Section 10 of the Act, compensation, payable to the landowner or to any other person whose right of enjoyment in that land has been affected in any manner, is calculated at ten percent of the market value of that land on the date of notification under Section 3

(1) Apart from this, under Section 10 (1) of the Act, compensation is also paid for any damage, loss or injury sustained by any person interested in the said land, including for removal of trees or standing crops, for temporary severance of the land, for injury to any other property, whether movable or immovable, and for injury to the earnings of the person. If the amount of compensation is not acceptable to a person, he could make an application to the District Judge under sub-sections

(2) and (5) of Section 10 of the Act.

Refining Capacity of Oil Refineries

1329. SHRI RAMJI LAL SUMAN:
SHRI RAJIV RANJAN SINGH "LALAN":

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the refining capacity of the refineries in the country;

(b) whether this capacity is much more in comparison to the requirement of petroleum products;

(c) if so, the reasons for increasing more refining capacity than the requirement of the country; and

(d) the details of the production capacity installed in private and public sector out of the above production capacity?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The refining capacity of the refineries in the country as on 1.3.2007 is 148.97 million metric tonnes per annum (MMTPA)

(b) Yes, Sir.

(c) The refining sector was delicensed in 1998 and since then companies consider proposals for setting up refineries based on availability of crude oil, domestic

demand, export potential of petroleum products and other commercial considerations.

Higher refining capacity over and above the domestic requirement will boost export earnings from export of petroleum products through value addition, and will enhance energy security of the country.

(d) The details of the installed production capacity are given in the enclosed statement:

Statement

| S. No. | Name of the company | Location of the Refinery | Present Capacity (MMTPA)* |
|----------------------|--|--------------------------|---------------------------|
| 1 | 2 | 3 | 4 |
| Public Sector | | | |
| 1. | Indian Oil Corporation Limited (IOCL) | Guwahati | 1.00 |
| 2. | IOCL | Barauni | 6.00 |
| 3. | IOCL | Koyali | 13.70 |
| 4. | IOCL | Haldia | 6.00 |
| 5. | IOCL | Mathura | 8.00 |
| 6. | IOCL | Digboi | 0.65 |
| 7. | IOCL | Panipat | 12.00 |
| 8. | Hindustan Petroleum Corporation Limited (HPCL) | Mumbai | 5.50 |
| 9. | HPCL | Visakhapatnam | 7.50 |
| 10. | Bharat Petroleum Corporation Limited (BPCL) | Mumbai | 12.00 |
| 11. | BPCL | Kochi | 7.50 |
| 12. | Chennai Petroleum Corporation Limited (CPCL) | Manali | 9.50 |
| 13. | CPCL | Nagapatnam | 1.00 |
| 14. | Bongaigaon Refinery & Petrochemicals Ltd. (BRPL) | Bongaigaon | 2.35 |
| 15. | Numaligarh Refinery Ltd. (NRL) | Numaligarh | 3.00 |
| 16. | Mangalore Refinery & Petrochemicals Ltd. (MRPL) | Mangalore | 9.69 |
| 17. | Tatipaka Refinery (ONGC) | Andhra Pradesh | 0.078 |
| | Total PSU | | 105.47 |

*Million Metric Tonne per Annum.

| 1 | 2 | 3 | 4 |
|-----------------------|--------------------------------|----------|---------------|
| Private Sector | | | |
| 18. | Reliance Industries Ltd. (RPL) | Jamnagar | 33.00 |
| 19. | Essar Oil Limited | Vadinar | 10.50 |
| Total Private Sector | | | 43.50 |
| GRAND TOTAL | | | 148.97 |

Taxes on Petrol and Diesel

1330: SHRI V. K. THUMMAR:
SHRI JIVABHAI A. PATEL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the profit earned by public sector oil companies on petrol/diesel, per litre during the last two years;

(b) the taxes levied on a litre of petrol and diesel;

(c) whether the prices of petrol and diesel are high because of imposition of taxes; and

(d) if so, the reaction of the government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The overall profit after tax of oil PSUs during the last two year is given below.

| Company | Rs./Crore | |
|--------------|-------------|-------------|
| | 2005-06 | 2004-05 |
| IOC | 4915* | 4891 |
| BPC | 292** | 966 |
| HPC | 406 | 1277 |
| IBP | 12 | 59 |
| Total | 5625 | 7193 |

*Includes exceptional item-Profit of Rs. 3224.78 crores, being long term gain on sale of 20% of IOC's shareholding in ONGC Limited during April'2006. During the Financial Year 2005-06 IOC had a profit of Rs. 438.86 crore on sale of 50% of IOC's shareholding in GAIL.

**After merger of KRL with BPC.

However, the oil PSUs have incurred under recovery on sale of petrol, diesel, LPG and kerosene during the last two years as follows:

| Under Recovery | Rs./Crore | |
|--|--------------|------------------------|
| | 2004-05 | 2005-06 (Estimated) |
| PDS Kerosene | 9480 | 14384 |
| Domestic LPG | 8362 | 10246 |
| Total on PDS Kerosene and Domestic LPG | 17842 | 24630 |
| On petrol and diesel | 2304 | 15370 |
| Total | 20146 | 40000 |

*Gross under recoveries without considering discounts given by refineries, oil bonds issued by the Government and assistance given by upstream oil PSUs.

(b) to (d) The break up of price component of petrol and diesel including taxes and levies is given in the enclosed statement-I.

In view of steep increase in oil prices in the International market, the Government has revised Customs and Excise duties on Petrol and Diesel several times, details of which are finished in the enclosed Statement-II.

Statement-I

The break-ups of price components of petrol and diesel at Delhi are detailed below:

Share of duties and taxes in Retail Selling Price of Petrol

| | | Rs./Litre |
|--------|---|----------------|
| Sl.No. | Particulars | Delhi |
| 1. | Price without Customs Duty, Excise duty and Sales tax components | 20.29 |
| 2. | Custom Duty (Based on 1st FN of March'07) | 1.30 (3%) |
| 3. | Excise Duty (levied @ 6% + Rs. 13.00/litre plus 3% education cess) | 14.67 (34%) |
| 4. | Sales Tax | 6.59 (15%) |
| 5. | Total of Customs Duty, Excise Duty and Sales tax components (2+3+4) | 22.56 (52%) |
| 6. | Retail Selling Price at Delhi (1+5) | 42.85 |

*Figures in bracket give the components of customs duty, excise duty and sales tax as a % of S.No.6

Share of duties and taxes in retail selling price of Diesel

| | | Rs./Litre |
|--------|---|------------|
| Sl.No. | Particulars | Delhi |
| 1. | Price without Customs Duty, Excise duty and Sales tax components | 21.01 |
| 2. | Custom Duty (Based on 1st FN of March'07) | 1.38 (5%) |
| 3. | Excise Duty (levied @ 6% + Rs. 13.00/litre plus 3% education cess) | 4.70 (16%) |
| 4. | Sales Tax | 3.16 (10%) |
| 5. | Total of Customs Duty, Excise Duty and Sales tax components (2+3+4) | 9.24 (31%) |
| 6. | Retail Selling Price at Delhi (1+5) | 30.25 |

*Figures in bracket give the components of customs duty, excise duty and sales tax as a % of S.No.6

Statement-II*Changes in Customs Duty Rates with Effect from 1st April 2002*

(Percentage)

| Product | As on | | | | | |
|--------------|----------|----------|----------|-----------|----------|------------|
| | 1/4/2002 | 1/3/2003 | 9/7/2004 | 19/8/2004 | 1/3/2005 | 14/06/2006 |
| Motor Spirit | 20 | 20 | 20 | 15 | 10 | 7.50 |
| Diesel | 20 | 20 | 20 | 15 | 10 | 7.50 |

Statement Showing Excise Duty on Petrol & Diesel Products & on Crude Oil Since 1st April, 2002

| Product | AS ON 1/4/02 | AS ON 4/6/02 | AS ON 1/3/03 | AS ON 16/6/04 | AS ON 9/7/04 | AS ON 19/08/04 | AS ON 1/3/05 | AS ON 1/3/06 | As on 1/3/07 |
|----------------------|-----------------|-----------------|-----------------|------------------|-----------------|-------------------|-----------------|-----------------|-----------------|
| Petrol | | | | | | | | | |
| Advalorem | 32.00% | 30.00% | 30.00% | 26.00% | 26.00% | 23.00% | 8.00% | 8.00% | 6.00% |
| Specific | Rs7/Ltr | Rs. 7/Ltr | Rs.7.50/Ltr | Rs 7.50/Ltr | Rs 7.50/Ltr | Rs 7.50/tr | Rs. 13/tr | Rs. 13/tr | Rs. 13/tr |
| Rs/Ur) at Delhi | 10.53 | 10.82 | 11.81 | 11.97 | 11.97 | 11.90 | 14.59 | 14.59* | 14.67* |
| HSD- | | | | | | | | | |
| Advalorem | 16.00% | 14.00% | 14.00% | 11.00% | 11.00% | 8.00% | 8.00% | 8.00% | 6.00% |
| Specific | Re 1/Ltr | Re 1/Ltr | Rs.1.50/Ltr | Rs.1.50/Ltr | Rs.1.50/Ltr | Rs.1.50/tr | Rs.3.25/tr | Rs.3.25/Ltr | Rs.3.25/Ltr |
| (Rs/Ltr) at Delhi | 2.85 | 2.80 | 3.59 | 3.32 | 3.32 | 3.01 | 4.80 | 4.80* | 4.70* |

*The Excise Duty on Current Retail Selling Price at Delhi is Rs 14.67 per Litre and Rs.4.70 per Litre on Petrol and Diesel respectively.

NOTE

-With effect from 09.07.04 - An additional levy of Education Cess @ 2% has been imposed on the aggregate of all excise and customs duties. Revised to 3 % effective 01/03/2007

*(English)***Route Dispersal Guidelines**

1331. DR. M. JAGANNATH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has planned to do away with Route Dispersal Guidelines (RDG) for Airline Companies and proposes to replace the same with creation of separate fund to subsidise uneconomic routes;

(b) if so, the details thereof; and

(c) the implication of such move on the passenger air fare?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) and (c) Do not arise.

New Railway Projects for Ne Region

1332. SHRI KIREN RIJJU: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the new Railway projects initiated for the North East Region during the last one year; and

(b) the time by which these projects are likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Details of new projects included in the Budget for North East Region during the last one year are:

1. Dimapur-Kohima New Line (88 km.)
2. Azra-Byrnihat New Line (30 km.)
3. Aluabari Road-Siliguri gauge conversion (76 kms)
4. Araria-Galgalia (Thakurganj) New line (100 kms)

(b) Preliminary arrangements like Final Location Survey, preparation of plan, estimates etc are being taken up. The projects would be completed in the coming years as per the availability of resources.

[Translation]

Adulteration in Petroleum Products

1333. SHRI RAGHURAJ SINGH SHAKYA:
SHRI HEMLAL MURMU:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government proposes to provide petroleum helpline/tollfree telephone facility to customers in view of checking adulteration in petroleum products in the country;

(b) whether the Government is aware that complaint book is not provided at petrol pumps for registering complaints by the customers;

(c) whether the Government proposed to form Joint Teams of Oil Companies, Department of Supply and others departments to check black marketing of petrol, diesel and other petroleum products in every State of the country;

(d) if so, the details thereof; and

(e) the rights given to the customers and also the details of test equipments provided by the Government to check adulteration in every State?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Oil Marketing Companies (OMCs) have

reported that they have no proposal at present to provide helpline/tollfree telephone for customers with a view to check adulteration.

However, the names, designation along with telephone number of the local oil company field officer/local office is displayed at the retail outlet for the customers to approach them for any complaints/assistance.

(b) As per Marketing Discipline Guidelines (MDG), 2005 effective 1st August 2005, a suggestion/complaint book must be maintained at each retail outlet of OMCs and made readily available to customers on demand. A message indicating availability of this book is to be prominently displayed at the retail outlet. Under MDG, 2005, the following penalty has been prescribed in established cases of non-maintenance of the complaint register:

- (i) 1st offence - Fine of Rs 10,000/-
- (ii) 2nd offence - Fine of Rs 25,000/-
- (iii) 3rd offence - Fine of Rs 50,000/-
- (iv) 4th offence - Termination.

(c) and (d) No such proposal is under consideration of this Ministry.

(e) Customer has the right to get delivery of correct quality and quantity of products at right price. The customers are free to register the complaints with retail outlets and the OMCs. OMCs provide the following equipments for use of customers at the retail outlets to check adulteration:

- (i) Filter paper (Whatman 2) to check the quality of Motor Sprit (MS).
- (ii) Density kit consisting of hydrometer, thermometer and glass beaker to check the density of Motor Sprit (MS) and High Speed Diesel (HSD) and compare it with the density record maintained.

[English]

Infiltration by Terrorists

1334. SHRI KASHIRAM RANA:
SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI ANANDRAO VITHOBA ADSUL:
SHRI AVINASH RAI KHANNA:

Will the Minister of DEFENCE be pleased to state:

(a) whether the intelligence agencies have warned about the possibility of terrorists trying to infiltrate through the sea route or trying to target our offshore installations;

(b) if so, the facts thereof;

(c) the reasons for being the coastal areas of the country unsecured;

(d) the details of proposals/plans to set up special Coast Guard units for the coastal areas particularly the Kerala coast;

(e) whether maritime terrorism, gun-running, drug trafficking and piracy are major threats that India is facing from the sea borders of the country, and

(f) if so, the steps being taken by the Union Government to counter these threats and strengthening the security of coastal areas?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (d) Yes, Sir. There are reports about terrorists of various tanzems being imparted, graining and likelihood of their infiltration through sea routes. India's coastal waters are guarded by the Indian Coast Guard in coordination with the State Police and the Navy. The Coast Guard has plans to augment its strength, infrastructure and other assets to further improve its effectiveness all along the coastal areas including Kerala.

(e) Yes, Sir.

(f) The measures that have been taken and planned to enhance the coastal security include regular aerial surveillance and maritime patrolling along the coast, establishment of coastal police stations in the littoral States, as part of Coastal Security Scheme, vessel monitoring system, etc.

[*Translation*]

Doubling of Railway Line

1335. SHRI PUNNU LAL MOHALE:
SHRI SAMIK LAHIRI:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway divisions in Madhya Pradesh, Chhattisgarh and West Bengal where traffic is affected due to single track;

(b) whether the Railways propose to double the rail track in these divisions for smoother railway traffic;

(c) if so, the details and steps taken so far in this regard;

(d) the routes in these divisions where electric trains are operating; and

(e) the time by which all the routes in these divisions are likely to be electrified?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The traffic is affected in 5 divisions of Madhya Pradesh, 4 of Chhattisgarh and 7 of West Bengal due to single track.

(b) and (c) Yes Sir. Work has been taken up on different critical sections of Bhopal, Sambalpur, Bilaspur, Waltair, Sealdah, Howrah, Asansol & Kharagpur Divisions. Doubling work has been completed on two sections on Katihar Division. Surveys for doubling of some of the sections have been taken.

(d) Routes Electrified on electric trains are operating.

(A) Madhya Pradesh

- (1) Bina-Katni-Anuppur-Bishrampur
- (2) Bina-Bhopal-Itarsi-Khandwa-Bhusawal
- (3) Bhopal-Ujjain-Nagda-Ratlam-Dahod
- (4) Dholpur-Gwallior-Jhansi-Bina
- (5) Itarsi-Amla-Nagpur

(B) Chhattisgarh

- (1) Anuppur-Bilaspur-Raipur-Durg-Batalo
- (2) Anuppur-Bishrampur/Chirimiri
- (3) Champa-Gevra Road
- (4) Koraput-Kirandul

(C) West Bengal

- (1) Howrah-Bardwan Junction(JN)-Asansol Jn-Dhanbad Jn
- (2) Howrah-Bandel-Katwa

- (3) Sealdah-Naihati Jn-Ranaghat-Gede
- (4) Ranaghat-Krishnanagar City
- (5) Ranaghat-Bangaon-Barsat Jn-Dumdum
- (6) Barsat-Hasnabad
- (7) Sealdah-Bally gunge Jn-Sonarpur
- (8) Baruipur Jn-Diamond Harbour
- (9) Baruipur Jn-Kakdwip.
- (10) Sonarpur-Canning
- (11) Howrah-Kharagpur-Tatanagar
- (12) Chandil-Adra-Midnapur-Kharagpur
- (13) Purulia-Kotsila-Muri
- (14) Kharagpur-Rupsa Jn.

(e) Electrification of Rail Lines is a need based exercise which is reviewed on continuous basis. Only those routes having rate of return of more than 14% and/or operationally required are taken up for electrification. However, electrification works are in progress in the following sections in the state of Madhya Pradesh and West Bengal.

Madhya Pradesh

- (1) Bina-Kota (Partly)
- (2) Indore-Ujjain and Dewas-Maksi

West Bengal

- (1) Krishnanagar-Lalgola
- (2) Andal-Pandabeswar

[English]

Airport Charges

1336. SHRI E. PONNUSWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the 'Airport Charges' charged by the Airports Authority of India has been tripled in the last two years;

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

(c) the improvement made in the condition of services so as to match such increase in the airport charges?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) and (c) Do not arise.

[Translation]

Agreement between Blacklisted Firms and DRDO

1337. SHRI TUKARAM GANPAT RAO RENGE PATIL: Will the Minister of DEFENCE be pleased to state.

(a) whether some blacklisted firms have entered into an agreement with Defence Research and Development Organisation (DRDO),

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

(c) whether the Government has conducted any enquiry in this regard,

(d) if so, the outcome thereof, and

(e) the action taken against the officers found guilty?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) No, Sir. After the receipt of the list of blacklisted firms by Ministry of Defence, DRDO have not entered into any agreement with such blacklisted firms.

(b) to (e) Does not arise

[English]

Allotment of LPG Agencies/Petrol Pumps and Kerosene Depots

1338. SHRI NARHARI MAHATO: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of LPG Agencies, Petrol Pumps and Kerosene Depots allotted in West Bengal and North East States during each of the last three years, State-wise/company-wise;

(b) whether the Government has advertised for allotment of LPG Agencies/Petrol Pumps/Kerosene Depots in North East States and West Bengal during the last three years;

(c) if so, whether allotments have been made for all the locations;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The details of allotment of LPG distributorships, Retail Outlets (ROs) and SKO-LDO dealerships made by Public Sector Oil Companies in the North-Eastern States during the last three years and up to January, 2007 are as under:-

| Public Sector Oil Companies | Number of allotments made during the last three years and up to January, 2007 | | |
|--|---|------------|----------|
| | LPG | RO | SKO-LDO |
| Indian Oil Corporation Limited (IOCL) | 22 | 159 | - |
| Bharat Petroleum Corporation Limited (BPCL) | - | 39 | - |
| Hindustan Petroleum Corporation Limited (HPCL) | 1 | 47 | - |
| IBP Co. Limited (IBP) | - | 52 | - |
| Numaligarh Refinery Limited (NRL) | - | 123 | - |
| | 23 | 420 | - |

Similarly, the details of allotment of LPG distributorships, ROs and SKO-LDO dealerships made by Public Sector Oil Companies in the State of West Bengal

during the last three years and up to January, 2007 are as under:-

| Public Sector Oil Companies | Number of allotments made during the last three years and up to January, 2007 | | |
|-----------------------------|---|------------|----------|
| | LPG | RO | SKO-LDO |
| IOCL | 30 | 161 | - |
| BPCL | 8 | 111 | 1 |
| HPCL | 15 | 94 | - |
| IBP | - | 162 | - |
| NRL | - | 25 | - |
| | 53 | 553 | 1 |

The State-wise details of above allotments are available with the Director (Marketing) of the Public Sector Oil Companies concerned.

(b) to (e) Yes, Sir. Public Sector Oil Companies have advertised for allotment of 3 LPG distributorships and 717 ROs in the North Eastern States during the last three years and up to January, 2007. Similarly, 13 LPG

distributorship and 1189 ROs have been advertised in the State of West Bengal. The Public Sector Oil Companies have not advertised any SKO/LDO dealership in North East States and West Bengal during the last three years and up to January, 2007.

Out of the above, Public Sector Oil Companies have allotted 309 ROs in the North Eastern States. However, no LPG distributorship was allotted during the last three years and up to January, 2007. Similarly, 3 LPG distributorship and 370 ROs have been allotted in the State of West Bengal during the same period.

The rest of the locations for setting up of LPG distributorships and ROs are pending for allotment due to various reasons such as non-availability of suitable candidate, non-appearance of candidates for interview, non-availability of land, construction of godown, court cases/complaints, statutory clearances from various authorities, etc.

[Translation]

Sale of Railway Tickets

1339. SHRI HARISINH CHAVDA:
SHRI JIVABHAI A. PATEL:
SHRI JOACHIM BAXLA:

Will the Minister of RAILWAYS be pleased to state:

(a) the value of tickets in rupees which were sold from railway booking counters during 2004-05, 2005-06 and 2006-07 and earnings of railways, therefrom, zone-wise and class-wise; and

(b) the details of district headquarters which have round the clock arrangements for selling tickets in addition to zonal headquarters in each railway zone, where tickets are sold round the clock, zone-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) The value of tickets in rupees (earnings on originating basis) which were sold from railway booking counters in each zone, class-wise and year-wise, for the financial years 2004-05 and 2005-06 is given below. Earnings for the year 2006-07 would become available after 31.3.2007.

(Rupees in thousands)

| Railway | Air Conditioned Class | | A.C. Sleeper | | A.C. 3 Tier | | A.C. Chair Car | |
|--------------------|-----------------------|---------|--------------|---------|-------------|---------|----------------|---------|
| | 2004-05 | 2005-06 | 2004-05 | 2005-06 | 2004-05 | 2005-06 | 2004-05 | 2005-06 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| Central | 65181 | 62309 | 895882 | 890075 | 1377389 | 1467007 | 109719 | 116465 |
| Eastern | 69227 | 67013 | 453762 | 422993 | 803857 | 932549 | 141317 | 162184 |
| East Central | 29662 | 28649 | 228858 | 259833 | 484140 | 565454 | 35569 | 43899 |
| East Coast | 28913 | 30959 | 256115 | 284891 | 360085 | 437905 | 28813 | 33417 |
| Northern | 476780 | 532622 | 2339451 | 2568259 | 3681355 | 4543409 | 1345418 | 1611346 |
| North Central | 72481 | 77957 | 439887 | 473116 | 433639 | 466396 | 118095 | 127016 |
| North Eastern | 11759 | 14605 | 157301 | 168207 | 197420 | 271335 | 4516 | 8024 |
| Northeast Frontier | 22440 | 22628 | 304246 | 322429 | 617776 | 795469 | 8558 | 11018 |
| North Western | 27092 | 30119 | 271456 | 321098 | 421403 | 539435 | 66635 | 71115 |
| Southern | 115210 | 130593 | 1035779 | 1090273 | 1617491 | 1861816 | 284016 | 330768 |
| South Central | 59054 | 60531 | 615979 | 622849 | 805598 | 957371 | 69962 | 71523 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|--------------------|---------|---------|----------|----------|----------|----------|-----------|-----------|
| South Eastern | 65628 | 68061 | 393666 | 418555 | 629108 | 755675 | 122382 | 144057 |
| South East Central | 14583 | 14790 | 167016 | 186869 | 197955 | 263638 | 2094 | 3989 |
| South Western | 42860 | 47071 | 470788 | 480453 | 652629 | 749927 | 174398 | 192794 |
| Western | 140593 | 128655 | 1151289 | 1183267 | 2043998 | 2191157 | 508276 | 491024 |
| West Central | 51737 | 56420 | 297783 | 324736 | 348072 | 379577 | 62325 | 67966 |
| Total all Railways | 1291200 | 1372982 | 9479258 | 10017903 | 14671915 | 17178320 | 3080093 | 3486605 |
| Central | 760100 | 824952 | 4994365 | 5355782 | 9017947 | 9090312 | 17220583 | 17806902 |
| Eastern | 7382 | 7035 | 1617219 | 1803148 | 5840673 | 5946846 | 8733437 | 9341768 |
| East Central | 5162 | 10523 | 1698707 | 2013291 | 5189993 | 5831037 | 7672091 | 8752686 |
| East Coast | 4568 | 7609 | 1145256 | 1277216 | 1517261 | 1624800 | 3339011 | 3696797 |
| Northern | 87446 | 70674 | 7424959 | 8561153 | 11598522 | 12214308 | 26953931 | 30101771 |
| North Central | 130592 | 140450 | 1607088 | 1728487 | 3446618 | 3706972 | 6248400 | 6720400 |
| North Eastern | 8635 | 8307 | 1206516 | 1435122 | 3585802 | 3794895 | 5171949 | 5700495 |
| Northeast Frontier | 60931 | 55743 | 1527622 | 1716807 | 1214447 | 1482259 | 3756020 | 4406353 |
| North Western | 24442 | 14609 | 1441191 | 1601269 | 2288112 | 2450426 | 4540331 | 5028071 |
| Southern | 114663 | 129879 | 4738560 | 5130828 | 6054323 | 6559244 | 13960042 | 15233201 |
| South Central | 11015 | 7995 | 3171023 | 3428234 | 5008037 | 5138497 | 9738668 | 10287000 |
| South Eastern | 8074 | 14739 | 1644751 | 1829916 | 2183058 | 2352044 | 5046667 | 5583047 |
| South East Central | 8072 | 10001 | 661600 | 760599 | 1471168 | 1633619 | 2522468 | 2873705 |
| South Western | 10254 | 10464 | 1676945 | 1922005 | 2044396 | 2413803 | 5072270 | 5816517 |
| Western | 1024055 | 1113348 | 4305110 | 4664122 | 8735078 | 8829372 | 17906397 | 18600945 |
| West Central | 2442 | 2663 | 1135798 | 1231670 | 2111043 | 2295167 | 4009200 | 4358219 |
| Total all Railways | 2267833 | 2426997 | 39996710 | 44459449 | 71104476 | 75363621 | 141891485 | 154307877 |

(b) Booking offices are opened round-the-clock at all important stations including district and zonal headquarters except at stations where no trains are scheduled during night time.

[English]

New Defence Offset Policy

1340. SHRI NIKHIL KUMAR:
SHRI ADHIR CHOWDHURY:

Will the Minister of DEFENCE be pleased to state:

(a) whether the foreign investors are not satisfied with the new Defence offset policy,

(b) if so, the reasons therefor; and

(c) the corrective steps taken by the Government to remove such hurdles and to boost investments?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAO INDERJIT SINGH) (a) to (c) The Defence 'Offset' Policy incorporated in the Defence Procurement Procedure 2006 was formulated with the

objective of enabling India, one of the largest importers of defence equipment in the world, to leverage its buying power and use offset arrangements to expand the country's domestic defence industrial base through foreign investments and technology transfers.

Cargo Service

1341. SHRI ANANTA NAYAK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to introduce specialised freighters to carry cargo;

(b) if so, the details thereof; and

(c) the destination between which the cargo service is proposed to be introduced?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Yes, Sir. Indian Airlines has plans to convert five B-737 aircraft currently being operated by Alliance Air into freighter aircraft. These 5 aircraft are being considered for deployment under hub and spoke pattern with Nagpur as hub and Delhi, Mumbai, Kolkata and Chennai (Via Bangalore and Hyderabad) as originating stations. The timings of freighter operations will be in tune with the express industry market needs. Air India operates two B747-300 and one B747-400 Combi aircraft, each having 28 ton freighter capacity on India/Bangkok/Japan/Bangkok/India (two times a week) and India/Japan/India (two times a week) and India/Frankfurt/Los Angeles/Frankfurt/India (three times a week). Air India is also planning to commence dedicated freighter operations from mid 2007 by converting two passenger A310 aircraft into freighters from M/s Eads, Dresden in Germany. It is estimated that each A310 aircraft will provide a cargo capacity of approximately 40 tons and Air India plans to deploy these freighter aircraft on India/Germany, India / Paris and India / Bangkok / Shanghai routes.

[Translation]

Assistance and Guidance to Handicapped Persons

1342. SHRIMATI SANGEETA KUMARI SINGH DEO:
SHRI HARIKEWAL PRASAD:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether handicapped persons are forced to wander here and there in search of assistance and guidance;

(b) if so, the provisions made by the Government for the submission of their application and suggestions and to provide assistance to handicapped persons; and

(c) the number of handicapped persons rendered help and guidance during the last two years under the said provision?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) No, Sir.

(b) and (c) Scheme for providing assistive devices and other schemes for rehabilitation of persons with disabilities are implemented through Government and Non-Government Organisations. More than 7 lakh persons have benefited in the last two years.

Menace of Vendors in Trains

1343. SHRI THAWAR CHAND GEHLOT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware that passengers are being exploited in trains by the private vendors of food items in collusion with railway police and these vendors often indulge in indecent behaviour with passengers; and

(b) if so, the step being taken to put a check on such activities of vendors?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Railway is aware of the problem of food items being sold to passengers by unauthorized vendors in Railways. Whenever any case of collusion of Railway Police with unauthorized vendors or indecent behaviour by vendors with passenger has been reported, appropriate action is taken under the provision of law.

(b) Unauthorised vending/hawking and begging in trains and Railway premises is an offence under the provisions of Section 144 of the Railways Act, 1989. To eradicate the nuisance/menace of unauthorised vendors/hawkers and beggars causing inconvenience to the passengers, regular drives are being conducted by Railway Protection Force (RPF) in coordination with

Commercial Staff and Government Railway Police (GRP). During the year 2006, 1,17,779 number of unauthorized vendors have been arrested and prosecuted under section 144 of the Railways Act, 1989.

[*English*]

Agreement between IOC and Gulf Fertilizers

1344. SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Indian Oil Corporation and Indo Gulf Fertilizers have signed a MoU for jointly marketing products needed for farming;

(b) if so, the details thereof;

(c) whether the Indian Oil Corporation has expanded its retail network in rural areas through low-cost outlets in markets for catering to rural/agriculture customers; and

(d) if so, the details thereof along with the number of retail outlets of fertilizers, seeds, farm equipment, pesticides, vegetables proposed to be opened in each State?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes, Sir. The Memorandum of Understanding (MOU) has been entered between Indian Oil Corporation Limited (IOC) and Indo Gulf Fertilizers Limited (IGFL) to make IGFL products available to the farmers through rural retail outlets of IOC known as Kisan Seva Kendras. The agreement between IGFL and IOC is restricted to the supply and servicing of agricultural inputs only.

(c) and (d) Yes, Sir. IOCL has developed the rural retail outlets for serving the rural/agriculture population across the country. So far, IOC has set up 1180 rural retail outlets and has plan to develop 700 more such outlets during the year 2007-08 across the country.

Karimnagar-Peddapally-Nizambad Railway Line

1345. SHRI MADHU GOUD YASKHI: Will the Minister of RAILWAYS be pleased to state:

(a) the status of completion of the Karimnagar-Peddapally-Nizambad railway line;

(b) the allocation made for this project; and

(c) the amount spent so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Peddapalli— Karimnagar (35.52 Kms) section has been completed and commissioned. Karimnagar-Jagityal (48 Kms) section is targeted for completion during 2006-07. Work of Jagityal-Nizambad (94.35 Kms) section has also been taken up. The detailed estimate has been sanctioned and land acquisition is under process.

(b) and (c) An expenditure of Rs. 136.64 crore has been incurred up to 31.03.2006. An outlay of Rs. 40 crore has been provided during 2006-07. An outlay of Rs. 35 crore has been proposed in the Budget 2007-08.

[*Translation*]

Zonal office in Ranchi

1346. SHRI TEK LAL MAHTO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways contemplating to set up a zonal office of the Railways in Ranchi, Jharkhand State;

(b) if so, the time by which the construction work of this proposed railway zone is likely to be started; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) New Zones are set up keeping in view factors like size, workload, accessibility, traffic pattern and other operating / administrative requirements etc. consistent with the needs of economy and efficiency without any regional considerations. When examined in the light of these considerations a Zonal office in Ranchi has not been found feasible.

*[English]***Cement, Steel, Coal Transportation**

1347. SHRI BASU DEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of share of Railways in cement, steel and coal transportation during the last three years;

(b) whether there has been increase in Railways share in cement and steel transportation in the first quarter of 2006 in comparison to percentage of transportation of said commodities in the same quarters in 2003-04;

(c) if so, the factors that attributed to this increase;

(d) whether Railways have also examined percentage of railway traffic in case of other commodities in the first quarter of 2006; and

(e) if so, details of comparative chart in the same period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Sir, the details of Railway loading as percentage of Domestic Production plus Imports in respect of cement, steel and coal during the last three years are as follows:

| Commodity | (In percent) | | |
|--------------|--------------|---------|---------|
| | 2003-04 | 2004-05 | 2005-06 |
| Coal | 65.74 | 65.94 | 66.29 |
| Cement | 39.89 | 40.87 | 41.40 |
| Iron & Steel | 35.22* | 35.28* | 36.86* |

(b)

| | Loading in million tonnes | |
|---|---------------------------|---------------|
| | Apr-Jun 06-07 (P) | Apr-Jun 03-04 |
| Cement | 18.52 | 12.71 |
| Pig iron & finished steel from Steel Plants | 4.70 | 3.19 |

(c) Various schemes introduced by Indian Railways like Traditional Empty Flow Direction Freight Discount Scheme, Loyalty Discount Scheme, Long Term Special Incentive Scheme, Mini Rake, Two Point Rake Scheme,

increase in carrying capacity of wagons and faster turn round are responsible for this growth.

(d) Yes, Sir.

(e)

| Year Commodity | (In percent) | | | | |
|-------------------|--------------|--------|--------|-----------------------|-----------------------|
| | 03-04 | 04-05 | 05-06 | 05-06 (P) Apr-June | 06-07 (P) Apr-June |
| Coal | 65.74 | 65.94 | 66.29 | 76.57* | 79.26* |
| Cement | 39.89 | 40.87 | 41.40 | 40.49* | 47.55* |
| Iron & Steel | 35.22* | 35.28* | 36.86* | 32.51* | 40.24* |
| Fertilizers | 67.77 | 74.29 | 74.01 | 75.23 | 80.58 |
| POL | 25.87 | 24.74 | 25.04 | 27.38 | 24.57 |

*Excluding Imports.

P-Provisional.

Winding up of Alliance Airlines

1348. SHRI GURUDAS DASGUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to wind up the Alliance Airlines subsidiary of the Indian Airlines; and

(b) if so, the details and the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) Does not arise.

Refund of Gas Charges

1349. SHRI M. RAJA MOHAN REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government of Andhra Pradesh has recently renewed its plea to the Ministry of Petroleum and Natural Gas for refunding Rs. 607 crore collected by the Gas Authority of India Ltd. (GAIL) from Transco as 'gas transmission charges' without supplying gas; and

(b) if so, the action taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) The Government of Andhra Pradesh had requested to review the transportation tariff levied on independent power producers in K.G. Basin, including reduction in tariff and refund of excess collection of tariff amounting to Rs.606.78 crores. The issue was referred to Tariff Commission, which recommended a reduction in the transportation tariff from 1996-97. The Government accepted the recommendations of Tariff Commission with certain modifications, and made them effective from November 1, 2006. As the recommendations of Tariff Commission have been applied prospectively, the refund of transportation tariff has not been considered.

Allotment of Land for Hanger

1350. SHRI RATILAL KALIDAS VARMA:
SHRIMATI JAYABEN B. THAKKAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government of Gujarat has made a request to the Union Government for allotment of land for having an independent hanger at Ahmedabad Airport for one helicopter and one aeroplane for emergency relief purpose;

(b) if so, the details thereof; and

(c) the decision taken by the Union Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Yes, Sir. Airports Authority of India (AAI) has considered the request of Government of Gujarat and allotted 6400 sqm of land (80 sqm x 80 sqm) at Ahmedabad Airport for construction of hangar with ancillary facilities/annex for housing/parking and for maintenance of State Government aircraft on payment of token licence fee of Re. 1/- per sqm per annum initially for 10 years (subject to renewal).

[Translation]

Appointment of RTSAs/RTAs

1351. SHRI JIVABHAI A. PATEL:
SHRI M. ANJAN KUMAR YADAV:

Will the Minister of RAILWAYS be pleased to state:

(a) the criteria adopted for appointment of Rail Travellers' Service Agents (RTSAs) and Railway Tourist Agents (RTAs);

(b) the number of rail travel agents whose appointments have been cancelled for not adhering to the norms fixed for the same;

(c) whether there is favoritism on large scale in appointment of agents;

(d) if so, the facts thereof and the reaction of the Railways thereto; and

(e) the corrective measures taken by the Railways in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Rail Travellers' Service Agents (RTSAs) and Rail Tourist Agents (RTAs) are appointed as per provisions of Authorisation of Rail Travellers Service Agents (RTSAs) Rules, 1985 and Rail Tourist Agents (RTAs) Rules, 1980 respectively.

(b) RTSAs are appointed after following norms laid down in the relevant rules.

(c) to (e) The selection committee appointed for selection of RTSAs follow the prescribed procedure laid down in the rules.

Disbursement of Funds by NSKFDC

1352. SHRI MAHAVIR BHAGORA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) the provisions laid down for earmarking funds to be released to the States by the National Safai Karamcharis Finance and Development Corporation (NSKFDC);

(b) whether these provisions have been followed while releasing the funds;

(c) if not, the reasons therefor;

(d) whether as per the reply given to Unstarred Question Number 3161 dated May 11, 2006 in Lok Sabha neither any funds were released to some States nor any employee was benefited during the last three years;

(e) if so, the reasons therefor;

(f) whether as per the above reply the funds utilized by the State channelizing agency in 2003-04 exceeded the funds released in 2003-04; and

(g) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (c) At the beginning of a financial year, the NSKFDC makes indicative allocation of funds to the State Channelising Agencies (SCAs), based on their past performance in terms of utilization of funds and beneficiaries covered. The actual disbursement of funds is made on the basis of the demands of SCAs.

(d) and (e) NSKFDC releases funds to SCAs based on their demand as also the State Government guarantee. Therefore, funds could not be released to all State Governments.

(f) and (g) The utilization of funds shown against the year 2003-04, included utilization upto March 2004. Consequently, the amount utilized was shown higher than the amount released during that year.

Permission to Private Airlines

1353. SHRIMATI NEETA PATERIYA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of indigenous and foreign private airline companies whose application for grant of licence are under consideration of the Government;

(b) the reasons for the pendency to grant licence to these airlines;

(c) whether the Government proposes to put a ban on granting of licences to the new airlines; and

(d) if so, the details and the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Foreign airlines are not granted scheduled operators Permit. Eight applications for grant of scheduled airlines operators permit are pending with the Government.

(b) The applicants have been invited to make presentation on their business plan in the Ministry. The proposals are presently under review from the stand point of financial viability & soundness of business plan.

(c) No Sir.

(d) Does not arise.

[English]

Navigational System at Visakhapatnam Airport

1354. SHRI N. JANARDHANA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether despite an increasing demand from Civilian Air Traffic, the Visakhapatnam airport depends on virtually obsolete navigational aids that require near perfect visibility conditions;

(b) if so, whether the Government proposes to install an ILS cat-I navigational system for safe landing of Aircraft;

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) No, Sir. Navigational facilities such as Doppler VOR (DVOR) & Distance Measuring Equipment (DME) have been installed in the year 2005 & 1999 respectively and are functional.

Installation of Instrument Landing System (ILS CAT-I) at runway 28 at Visakhapatnam airport has been completed and is likely to be commissioned after flight calibration check shortly.

[*Translation*]

Survey for Oil and Gas Discoveries

1355. SHRI HEMMAL MURMU: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Australia and United States Companies Seismic Field Operation and Aero Magnetic have conducted survey to explore natural gas reserve in various States of the country;

(b) if so, the details thereof;

(c) the details of the places where the survey work is going on to explore oil and natural gas reserves;

(d) whether the Government has taken any effective steps to identify oil and natural gas reserves in other States of the country; and

(e) if so, the details thereof, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Oil India Limited (OIL) has engaged the services of M/s Paragon of United States of America (USA) to carry out 3D seismic survey in two blocks in North-East. In addition, Directorate General of Hydrocarbons (DGH) has carried out seismic survey in offshore areas through M/s GX Technology, USA.

(c) Oil and Natural Gas Corporation Limited (ONGC), OIL and Private/Joint Venture (JV) companies are carrying out exploration in the States of Arunachal Pradesh, Assam, Andhra Pradesh, Bihar, Gujarat, Himachal Pradesh,

Mizoram, Manipur, Madhya Pradesh, Maharashtra, Orissa, Rajasthan, Tripura, Tamil Nadu, Uttar Pradesh, Uttarakhand and West Bengal.

(d) and (e) In the sixth round of New Exploration Licensing Policy (NELP), Government of India has signed Production Sharing Contracts (PSCs) for 52 exploration blocks, viz. 5 Blocks each in Assam, Rajasthan and Gujarat; 2 Blocks each in Mizoram, Andhra Pradesh and Tamil Nadu; one each in Bihar, Uttar Pradesh, Madhya Pradesh and Maharashtra while the remaining blocks are located in offshore areas.

Rail Over Bridges

1356. PROF. MAHADEORAO SHIWANKAR:
SHRI BRAJESH PATHAK:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of rail over bridges closed down during the current year;

(b) the reasons for such closures;

(c) whether Nagpur railway over bridge falling in Mehndi Bagh area has also been closed down; and

(d) the alternative remedial measures taken by the railways on the said closures ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Nil. No Railway over bridge has been closed during this year.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

Pilferage of Crude Oil

1357. CH. MUNAWAR HASSAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether incidents of pilferage of crude oil by those engaged in the transportation of crude oil at ONGC, Ahmedabad, Gujarat were detected between May, 2005 and January, 2007;

(b) if so, the details of the action taken against the transporters and officers/employees from November, 2005 till date involved therein;

(c) whether the Hon'ble High Court of Gujarat has directed ONGC to take action against transporters and officers/employees involved in this pilferage within two months; and

(d) if so, the action taken so far or likely to be taken by the ONGC in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Yes, sir. Four cases were detected involving following transport agencies:

(i) M/s Artee Roadways Pvt. Ltd., and

(ii) M/s Sharda Transport Co. Ltd.

In all the four cases, FIRs were lodged with the police and M/s. Artee Roadways was blacklisted by ONGC on 08.11.2006 and the contract was also terminated w.e.f. 15.12.2006. Departmental enquiry has also been initiated against M/s Sharda Transport Co.

(c) and (d) Yes, Sir. Hon'ble High Court of Gujarat has directed ONGC to hold inquiry against the attempted theft at Navagam GGS-I and submit report. The inquiry has been conducted.

Tourists Visiting South East Asia

1358. SHRI HARIKEWAL PRASAD:
SHRI M. ANJAN KUMAR YADAV:

Will the Minister of TOURISM be pleased to state:

(a) whether the Government is aware that tourists are moving towards South East Asian Countries due to lack of information in regard to tourism in India and also lack of proper infrastructure and ineffective strategies of the Government;

(b) the reaction of the Government thereto;

(c) the steps taken by the Government to attract the tourists visiting South East Asia; and

(d) the extent to which the Government has achieved success in this regard?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (d) The Ministry of Tourism is not aware of any concerted move by tourists to by pass India for South East Asia. The Ministry of Tourism in collaboration with other Ministries, State Governments and Private Sector is constantly augmenting the infrastructure facilities and disseminated the tourist information through electronic and print media and this has resulted in substantial growth in foreign tourist arrivals to India during last four years as per the following details:

| Year | Foreign Tourist Arrivals | Percentage increase |
|------|--------------------------|---------------------|
| 2003 | 2.72 Million | 14.3% |
| 2004 | 3.46 Million | 26.8% |
| 2005 | 3.92 Million | 13.2% |
| 2006 | 4.43 Million | 13% |

The Ministry of Tourism through its Indiatourism offices abroad undertakes a series of promotional activities to further increase tourist arrivals to the country. These include advertising, participation in fairs & exhibitions, organizing seminars, workshops & road shows, publication of brochures, offering joint advertising and brochure support and inviting media personalities, tour operators and opinion makers under the Department's Hospitality Programme of the Ministry.

[English]

Shortage of Drinking Water at Railway Stations

1359. SHRI G.M. SIDDESWARA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is an acute shortage of drinking water at various railway stations being faced by 98 per cent of the passengers; and

(b) the steps taken by the Railways to address the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Indian Railways have more than 8000 stations. Railways endeavour is to provide drinking water to passengers at all stations. Some small stations do not have adequate water source either due to absence of water supply from municipality or

presence of brackish water, inadequate ground water yield from hand pumps. Further, even at some of those stations where piped/hand pump supply exists, water scarcity comes up in summer due to lesser supplies by municipality, lowering in ground water level etc. and increased demand in such cases, availability of drinking water is ensured at stations by arranging water through private water tankers. Even water special trains are run in areas facing heavy shortage of water. Water coolers, mobile water trollies, matkas are arranged for better availability of water to the passengers. Many Non Government Organisations also supplement water supply to passengers. In addition, packaged drinking water/natural mineral water is made available for sale through static as well as mobile catering/vending units.

Expansion of Business by GAIL

1360. SHRI BRAJA KISHORE TRIPATHY:
SHRI BASU DEB ACHARIA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether GAIL (India) Ltd. exploring opportunities with major gas producer in and outside the country to expand its reach in gas business;

(b) if so, the details thereof;

(c) the estimated expenditure likely to be incurred thereon; and

(d) the resources from where GAIL (India) Ltd. proposes to manage such expenditure?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes, Sir. GAIL is in discussion with various domestic gas producers and LNG suppliers for sourcing of gas to meet the demand of natural gas in India. GAIL is also participating under Government to Government initiative for import of gas through transnational pipelines from Iran, Turkmenistan and Myanmar. GAIL is also actively engaged in Exploration and Production (E&P) activities to meet the growing requirement of natural gas in the country.

(c) GAIL's discussion with domestic gas producers is at an initial stage. The estimates of expenditure on transnational pipeline projects, which are likely to come

up, would be prepared based on finalization of agreements. GAIL has participating interest in 30 oil and gas exploration blocks; these blocks are in different stages of exploration, appraisal and development and, therefore, complete estimates of expenditure are not available.

(d) Expenditure will be met from internal resources and commercial borrowings.

Monitoring Movement of Kerosene Tankers

1361. SHRI UDAY SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the movement of Kerosene tankers from storage tanks to wholesalers in sub-division is being monitored through satellite to avoid any pilferage or diversion of fuel to the black market;

(b) if so, the facts thereof;

(c) whether in spite of monitoring through satellite the pilferage of kerosene from tankers to wholesalers continue; and

(d) if so, the details thereof and further action contemplated by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes, Sir. With a view to checking diversion of subsidized kerosene and in order to monitor the movement of Tank Trucks transporting petroleum products, the Government have advised the public sector OMCs for installing Global Positioning System (GPS) based vehicle tracking system on all the tank trucks. OMCs have taken up the task of providing GPS to the tank trucks in a phased manner. The essential feature of the system is that the vehicle carrying PDS SKO is fitted with a device which enables tracking of the vehicle movement on real time basis from the time it leaves the supply location and till it reaches the destination.

(c) and (d) OMCs have reported that there is no case reported so far of pilferage of product from the tank trucks provided with GPS system.

However, the possibility of diversion of PDS Kerosene by some unscrupulous elements cannot be ruled out due to huge price difference between PDS Kerosene and petrol/diesel and the easy miscibility of these products with petrol/diesel.

Government have approved a pilot project for radically revamping the PDS kerosene distribution network with the primary objective of ensuring that this heavily subsidized product is actually made available in the required quantities at subsidized price to the intended beneficiaries; and secondly, to thus cap, reverse and eventually eliminate the diversion of PDS kerosene for adulteration. One of the salient features of this scheme is that supplies to the sub-wholesale points will be made under the direct supervision and responsibility of the public sector Oil Marketing Companies (OMCs). The scheme has been launched on a pilot basis in 414 blocks in the country from 2nd October, 2005. The pilot scheme has been further extended upto 30.06.2007.

To check adulteration in auto fuels, and also to check diversion of subsidized kerosene, Government have also advised OMCs to introduce marker in adulterants. Public sector OMCs have commenced introduction of marker in kerosene on all India basis with effect from 1.10.2006. Under the new system, Marker is being put in kerosene in all depots. This system heralds the introduction of world-class technology to curb and eventually eliminate the menace of adulteration of transportation fuels along the supply chain. With the marker's presence, adulteration even with very low levels of kerosene can be detected. MS/HSD Control Order, 2005, SKO Control Order, 1993 and MDG 2005 have been amended for making provision regarding introduction of marker system in Kerosene to check adulteration. A committee has been set up in the Ministry to monitor the progress of the marker system. Oil Marketing Companies in the Private sector have also been simultaneously asked to introduce marker in Kerosene as is being done by Public Sector OMCs.

Strategic Petroleum Reserves

1362. SHRI K.S. RAO: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has conducted a study on strategic petroleum reserves in the country;

(b) if so, the main recommendations of the detailed report on construction and storage of strategic petroleum reserves to encourage public-private partnership in the sector to reduce investment burden on the Government;

(c) the storage capacity available for strategic petroleum reserves and shortfall if any corresponding to requirements till 2012;

(d) whether the Government proposes to encourage public-private partnership and provide investment incentives to ensure needed construction of storage capacity for strategic petroleum reserves to meet the country's requirement of future; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL):

(a) and (b) M/s KPMG has recently conducted a study on various options for developing strategic petroleum reserve for India under public private partnership. The report has found that stock piling models for strategic storage are not typically based on commercial viability. The four public private partnership models suggested by KPMG are based on revenue generated by:

- i. high trading gains or
- ii. providing a priority access to the Indian spot crude market or
- iii. a levy of cess on petroleum products.

As the cost would be eventually borne by domestic refineries / companies and /or passed on to the consumers in some form, none of the suggested models appear feasible or cost effective.

(c) to (e) In order to enhance the energy security of the country and to safeguard against short term supply disruptions, Government have approved setting up of 5 Million Metric Tonnes (MMT) strategic storage of crude oil at three locations, viz. Vizag (1.0 MMT), Mangalore (1.5 MMT) and Padur, Udipi (2.5 MMT). The release of crude oil will be in the event of any natural calamity or disruption in supplies or any unforeseen global event leading to scarcity of supplies / abnormal increase in prices. This project is likely to be completed by the end of 11th five year plan. The Government is planning to further enhance its strategic reserve capacity to 15 MMT in the next phase which will meet our corresponding requirements.

Indo-US Cooperation in Hydrocarbons

1363. SHRI BALASHOWRY VALLABHANENI:
SHRI REWATI RAMAN SINGH:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether India has signed an agreement with USA for cooperation in the field of hydrocarbons;

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

(c) the benefits likely to be accrued under the agreement;

(d) whether the Government has taken a final decision on the proposal of United States to participate in the Committee on Global Oil and Gas constituted by National Petroleum Council to advise the Secretary of Energy, USA on oil and natural gas matters;

(e) If so, the details thereof; and

(f) if not, the present status thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Ministry of Petroleum and Natural Gas, Government of India and the Department of Energy, Government of United States of America signed a Memorandum of Understanding (MoU) on 9.2.2006 for exchange of information relating to hydrocarbon sector. The main objective of the cooperation under the arrangement is to establish for mutual benefit, reasonably balance exchange of hydrocarbon sector information to complement existing hydrocarbon sector statistics.

The activities under the MoU will be mutually beneficial in learning from each other's expertise in collection and analysis of data pertaining to hydrocarbon sector.

(d) to (f) Yes, Sir. Government has advised Petrofed, which is an industry body set up to protect and project the interest of Indian Petroleum Industry, to participate in the Committee on Global Oil and Gas constituted by National Petroleum Council to advise the U.S Energy Secretary on Oil & Natural Gas matters.

[Translation]

Formation of Forum for Security of Gulf Coastline

1364. SHRI MOHAN RAWALE: Will the Minister of DEFENCE be pleased to state:

(a) whether the naval chief during his visit to United Arab Emirates has suggested the formation of a forum

with the Middle-East countries by stressing the need for the security of the Gulf coastline;

(b) if so, whether the Government has discussed the matter with the Governments of concerned countries; and

(c) if so, the outcome thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) The Chief of the Naval Staff, during his visit to the United Arab Emirates has not suggested formation of a forum with the Middle-East countries for the security of the Gulf coastline.

(b) and (c) Government in its bilateral interactions with the countries in the region discusses issues of mutual interest to promote mutually beneficial cooperation.

[English]

Pan-Asian Gas Pipeline

1365. DR. P.P. KOYA:

SHRI K.J.S.P. REDDY:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is a proposal before the Government to participate in a multinational, Pan-Asian gas pipeline to carry the natural gas from Central Asian countries including Iran and Tajakistan;

(b) if so, the details thereof;

(c) whether there is any feasibility study has been made regarding the proposed Trans Asian gas pipeline project;

(d) if so, the outcome thereof; and

(e) the present status of the project?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) Government is not pursuing any Pan-Asian gas pipeline from Central Asia and Tajakistan. However, Government is pursuing import of natural gas from Turkmenistan through Turkmenistan-Afghanistan-Pakistan (TAP) gas pipeline and from Iran through Iran-Pakistan-India (IPI) gas pipeline.

With regard to TAP gas pipeline project, an Indian delegation led by the Minister of State for Petroleum and Natural Gas visited Ashgabat, Turkmenistan on February 14-15, 2006 to participate in the 9th Steering Committee Meeting of TAP project as an 'Observer'. The Steering Committee invited India to become an official member of the project. Government accorded 'in principle' approval to India joining the TAP project. The matter has been taken up with the Asian Development Bank (ADB), the lead development partner for the project, to appropriately take up India's request for joining the project with the Governments of Turkmenistan, Afghanistan and Pakistan.

Regarding IPI gas pipeline project, the 4th Tripartite Joint Working Group meeting of IPI Gas Pipeline Project between the three countries was held in Tehran, Iran on January 24-25, 2007. A gas price formula regarding pricing of gas at Iran-Pakistan border was agreed between Iran and Pakistan side, subject to approval from the respective Governments. The Indian side agreed to respond to the price formula within a period of four weeks.

Subsequently, an Indian delegation participated in the 4th bilateral Working Group meeting with Pakistan on February 22-23, 2007 to discuss issues relating to transit of IPI Pipeline through Pakistan. Iran attended the meeting as an Observer. The issues pertaining to transportation tariff and transit fee for passage of gas through Pakistan were discussed in the meeting.

[Translation]

Performance of Public Sector Airlines

1366. SHRI BRAJESH PATHAK:
SHRIMATI MANORAMA MADHAVRAJ:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of the profit of public sector airlines at the end of 3rd quarter in the year 2006-07;

(b) whether the public sector airlines are earning profits;

(c) if so, the details thereof;

(d) if not, the reasons therefor;

(e) whether any assessment is made about the possibility of target being achieved by these airlines at the end of the current financial year;

(f) if so, the details thereof; and

(g) the steps taken/proposed to be taken to enhance the profit?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The earnings of Air India and Indian Airlines at the end of 3rd quarter are estimated to be Rs. 6435 crores, and Rs. 4850.60 crores, respectively.

(b) to (f) Both the Airlines have earned net profit during the last three years i.e., 2003-04 to 2005-06. However, the financial performance has been adversely affected during the current financial year mainly on account of steep hike in fuel prices.

(g) Both the airlines have taken various steps to improve performance viz. (i) dry leasing of aircraft; (ii) acquisition of new aircraft; (iii) refurbishment of the existing aircraft; (iv) launching of special promotional schemes; (v) closing of uneconomical offices and downsizing; (vi) re-deployment of staff from non-operational to operational areas; and (vii) outsourcing of non-core activities to subsidiary companies.

[English]

Doubling of Railway Line from Yeshvantpur to Tumkur

1367. SHRI S. MALLIKARJUNIAH: Will the Minister of RAILWAYS be pleased to state:

(a) the present status of doubling of Railway line from Yeshvantpur to Tumkur; and

(b) if so, the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) On this project, track linking between Yeswantpur and Gollahalli has been completed, track linking is in progress on Gollahalli-Doddabele section and 90% earthwork & minor bridges on Doddabele-Tumkur section has been completed.

(b) Work on this project is expected to be completed by June, 2007.

[*Translation*]

Bilateral Air Services Agreements

1368. SHRI AJIT JOGI Will the Minister of CIVIL AVIATION be pleased to state:

(a) Whether the agreements for new air services have been signed by the Government with a number of countries during the last three years;

(b) if so, the details thereof;

(c) the details of increase in air services as a result of signing these agreements;

(d) whether the Government proposes to sign more such agreements with other countries; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) Presently, India has Air Services Agreement (ASA) with 101 countries. Out of these, four new ASA with Finland, Tunisia, Qatar and Iceland were signed and ASAs with USA, UK, Australia, New Zealand and Qatar were revised during the last three years.

Traffic rights for international operations are specified in these bilateral ASAs with foreign countries, which are reviewed from time to time as part of on-going process depending upon traffic demand, balance of benefit to our carriers, overall interest of national economy and diplomatic/political consideration. Actual operations including route selection are, however, left to the commercial judgement of the airlines.

During the last three years, as part of on-going process, capacity entitlements with 41 countries have been enhanced substantially. This has helped in growth in the number of services per week operated by both the foreign and Indian carriers from 1077 in 2004 to 1540 in 2006.

Recruitment of Qualified Staff in HAL

1369. SHRI DEVIDAS PINGLE: Will the Minister of DEFENCE be pleased to state:

(a) whether the Hindustan Aeronautics Ltd. has decided to recruit qualified staff against the regular posts in its Division at Ojhar during 2006-2007;

(b) if so, the details thereof; and

(c) the number of persons so far recruited against these posts?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAO INDERJIT SINGH): (a) Yes, Sir.

(b) and (c) The selection of officers has been completed. Against the 215 posts of officers, 215 candidates have been selected.

The selection of workmen is in progress in a phased manner.

[*English*]

Visa on Arrival Scheme

1370. DR. THOKCHOM MEINYA: Will the Minister of TOURISM be pleased to state:

(a) whether there is any proposal to start visa-on-arrival system at International Airports in order to encourage foreign tourists;

(b) if so, the details thereof;

(c) the time by which it is likely to be started;

(d) the details of objections raised by the MHA to introduce this visa-on-arrival system;

(e) whether the Ministry has got the necessary clearance from the MHA for starting this visa-on-arrival system; and

(f) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Yes, Sir. The Ministry of Tourism had mooted a proposal regarding Visa on Arrival Scheme for select countries. The Ministry of Home Affairs has not agreed to this scheme.

(c) Does not arise.

Recommendations of BRPSE on PSUs

(d) The objections raised by the Ministry of Home Affairs are:

1372. SHRI ANANTH KUMAR:
SHRI E.G. SUGAVANAM:

- (i) the prevailing global security scenario;
- (ii) the present security concerns in the country;
- (iii) lack of availability of infrastructure *i.e.*, space, equipment and manpower presently available with immigration at the airports to facilitate effective implementation of the said scheme.

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(e) No, Sir.

(a) the criteria for referring a PSE to the BRPSE;

(b) the details of Public Sector Enterprises (PSEs) referred to the Board for Reconstruction of Public Sector Enterprises (BRPSE) for examination as on date;

(f) Does not arise.

(c) the recommendations of the BRPSE thereon; and

(d) the action taken by the Government thereon?

Shifting of Oil Refinery

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV):

1371. SHRI DUSHYANT SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) All sick Central Public Sector Enterprises (CPSEs) will be referred to Board for Reconstruction of Public Sector Enterprises (BRPSE). A CPSE will be considered 'sick' if it has accumulated losses in any financial year equal to 50% or more of its average net worth during 4 years immediately preceding such financial year and/or a CPSE which is a sick company within the meaning of Sick Industrial Companies (Special Provisions) Act, 1985 (SICA).

(a) whether the Government has any proposal to shift the proposed Oil Refinery at Barmer in Rajasthan to other State;

(b) Till 28th February 2007, 56 cases of CPSEs Statement-I have been referred to BRPSE by the concerned administrative ministries/departments.

(b) if so, the reasons therefor;

(c) whether the Government proposes to reconsider its proposal of shifting in view of the local advantages and the interest of Rajasthan; and

(c) and (d) The Board has given its final recommendations in respect of 40 cases of (PSEs) Statement-II. The recommendations of BRPSE fall under two broad categories—(i) Revival as PSEs through revival package or joint venture/disinvestment—38 cases of CPSEs and (ii) Closure—2 CPSEs. Government has approved revival proposals of 25 cases of CPSEs envisaging assistance from Government of India of Rs. 1941.30 crores in cash in the form of equity/loan/grants and Rs. 5709.44 crores in non-cash in the form of waiver of interest/loan/guarantee fees, conversion of loan into equity/debentures, provision of guarantee, etc., and closure of one CPSE, namely Bharat Ophthalmic Glass Ltd.

(d) if so, the steps taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (d) Consequent on de-licensing of refinery sector since June, 1998 a refinery is to be set up anywhere in India by a Private or Public Sector Enterprise depending on the promoter's assessment of its viability. The Oil and Natural Gas Corporation Ltd. (ONGC) has reported that it is exploring the techno-economic feasibility/viability of setting up of a well-head refinery at Barmer for processing the crude oil discovered by the Joint Venture of Cairn Energy and ONGC in Rajasthan.

Statement-I

List of CPSEs whose revival/rehabilitation or closure/winding up proposals have been referred to BRPSE by the concerned administrative ministries/departments

| S.No. | Name of the CPSE | Name of the Ministry/Department |
|-------|---|--|
| 1 | 2 | 3 |
| 1. | Hindustan Salts Ltd. | Deptt. of Heavy Industry |
| 2. | Bridge & Roof Co. (India) Ltd. | Deptt. of Heavy Industry |
| 3. | BBJ Construction Co. Ltd. | Deptt. of Heavy Industry |
| 4. | Tyre Corporation of India Ltd. | Deptt. of Heavy Industry |
| 5. | British India Corporation Ltd. | Ministry of Textiles |
| 6. | National Textiles Corporation Ltd. & its subsidiaries | Ministry of Textiles |
| 7. | Madras Fertilizers Ltd. | Deptt. of Fertilizers |
| 8. | HMT Bearings Ltd. | Deptt. of Heavy Industry |
| 9. | Praga Tools Ltd. | Deptt. of Heavy Industry |
| 10. | Bharat Pumps & Compressors Ltd. | Deptt. of Heavy Industry |
| 11. | Tungabhadra Steel Products Ltd. | Deptt. of Heavy Industry |
| 12. | Fertilizers and Chemicals Travancore Ltd. | Deptt. of Fertilizers |
| 13. | Braithwaite & Company Ltd. | Deptt. of Heavy Industry |
| 14. | Nagaland Pulp & Paper Co. Ltd. | Deptt. of Heavy Industry |
| 15. | Hindustan Antibiotics Ltd. | Deptt. of Chemicals & Petrochemicals |
| 16. | NEPA Ltd. | Deptt. of Heavy Industry |
| 17. | Eastern Coalfields Ltd. | Ministry of Coal |
| 18. | MECON Ltd. | Ministry of Steel |
| 19. | Central Inland Water Transport Corporation Ltd. | Deptt. of Shipping |
| 20. | Hooghly Dock & Port Engineers Ltd. | Deptt. of Shipping |
| 21. | Hindustan Shipyard Ltd. | Deptt. of Shipping |
| 22. | Bharat Wagons & Engineering Co. Ltd. | Deptt. of Heavy Industry |
| 23. | Hindustan Organic Chemicals Ltd. | Deptt. of Chemicals & Petrochemicals |
| 24. | Hindustan Insecticides Ltd. | Deptt. of Chemicals & Petrochemicals |
| 25. | Hindustan Prefab Ltd. | Ministry of Urban Employment & Poverty Alleviation |

| 1 | 2 | 3 |
|-----|---|--|
| 26. | Bharat Coking Coal Ltd. | Ministry of Coal |
| 27. | Richardson & Cruddas Ltd. | Deptt. of Heavy Industry |
| 28. | State Farms Corporation of India Ltd. | Deptt. of Agriculture & Cooperation |
| 29. | Bharat Yantra Nigam Ltd. | Deptt. of Heavy Industry |
| 30. | Cement Corporation of India Ltd. | Deptt. of Heavy Industry |
| 31. | Bharat Ophthalmic Glass Ltd. | Deptt. of Heavy Industry |
| 32. | National Jute Manufactures Corporation Ltd. | Ministry of Textiles |
| 33. | Mineral Exploration Corporation Ltd. | Ministry of Mines |
| 34. | HMT Machine Tools Ltd. | Deptt. of Heavy Industry |
| 35. | National Projects Construction Corporation Ltd. | Ministry of Water Resources |
| 36. | Heavy Engineering Corporation Ltd. | Deptt. of Heavy Industry |
| 37. | Triveni Structurals Ltd. | Deptt. of Heavy Industry |
| 38. | Bharat Heavy Plate & Vessels Ltd. | Deptt. of Heavy Industry |
| 39. | Hindustan Cables Ltd. | Deptt. of Heavy Industry |
| 40. | Central Electronics Ltd. | Deptt. of Scientific & Industrial Research |
| 41. | Bengal Chemicals & Pharmaceuticals Ltd. | Deptt. of Chemicals & Petrochemicals |
| 42. | HMT Watches Ltd. | Deptt. of Heavy Industry |
| 43. | Instrumentation Ltd. | Deptt. of Heavy Industry |
| 44. | Andrew Yule & Co. Ltd. | Deptt. of Heavy Industry |
| 45. | Hindustan Steelworks Construction Ltd. | Ministry of Steel |
| 46. | HMT Ltd. | Deptt. of Heavy Industry |
| 47. | Bharat Refractories Ltd. | Ministry of Steel |
| 48. | HMT Chinar Watches Ltd. | Deptt. of Heavy Industry |
| 49. | Hindustan Copper Ltd. | Ministry of Mines |
| 50. | Fertilizer Corporation of India Ltd. | Department of Fertilizers |
| 51. | Hindustan Fertilizer Corporation Ltd. | Department of Fertilizers |
| 52. | Indian Drugs and Pharmaceuticals Ltd. | Department of Chemicals & Petrochemicals |
| 53. | IDPL (Tamil Nadu) Ltd. | Department of Chemicals & Petrochemicals |
| 54. | Bihar Drugs & Organic Chemicals Ltd. | Department of Chemicals & Petrochemicals |
| 55. | Biecco Lawrie Ltd. | Ministry of Petroleum & Natural Gas |
| 56. | Hindustan Vegetable Oils Corporation Ltd. | Department of Food & Public Distribution |

Statement-II*List of PSEs whose revival/rehabilitation or closure/winding up proposals have been cleared by BRPSE*

| Sl. No. | Name of the CPSE | Name of the Ministry/Department | Broad gist of recommendation of BRPSE |
|---------|--|--|--|
| 1 | 2 | 3 | 4 |
| 1. | Hindustan Salts Ltd.* | Deptt. of Heavy Industry | Revival as a PSE |
| 2. | Bridge & Roof Co. (India) Ltd.* | Deptt. of Heavy Industry | Revival as a PSE |
| 3. | BBJ Construction Co. Ltd.* | Deptt. of Heavy Industry | Revival as a PSE |
| 4. | Tyre Corporation of India Ltd. | Deptt. of Heavy Industry | Revival as a PSE |
| 5. | British India Corporation Ltd.* | Ministry of Textiles | Revival through Joint Venture/ disinvestment |
| 6. | National Textiles Corporation Ltd. & its subsidiaries* | Ministry of Textiles | Revival of 15 mills as PSE units and 19 mills through Joint Venture |
| 7. | Madras Fertilizers Ltd. | Deptt. of Fertilizers | Revival as a PSE |
| 8. | HMT Bearings Ltd.* | Deptt. of Heavy Industry | Revival as a PSE |
| 9. | Praga Tools Ltd.* | Deptt. of Heavy Industry | Revival as a PSE |
| 10. | Braithwaite & Company Ltd.* | Deptt. of Heavy Industry | Revival as a PSE |
| 11. | NEPA Ltd. | Deptt. of Heavy-Industry | Revival through Joint Venture/ disinvestment |
| 12. | Richardson & Cruddas Ltd.* | Deptt. of Heavy Industry | Revival through Joint Venture/ disinvestment |
| 13. | Central Inland Water Transport Corporation Ltd.* | Deptt. of Shipping | Revival through Joint Venture/ disinvestment |
| 14. | Tungabhadra Steel Products Ltd.* | Deptt. of Heavy Industry | Revival through Joint Venture/ disinvestment |
| 15. | Bharat Wagon & Engineering Co. Ltd. | Deptt. of Heavy Industry | Revival as a PSE |
| 16. | Bharat Pumps & Compressors Ltd.* | Deptt. of Heavy Industry | Revival through Joint Venture/ disinvestment |
| 17. | Hindustan Antibiotics Ltd.* | Deptt. of Chemicals and Petrochemicals | Revival as a PSE |
| 18. | Eastern Coalfields Ltd.* | Ministry of Coal | Revival as a PSE |
| 19. | Cement Corporation of India Ltd.* | Deptt. of Heavy Industry | Non-operating units may be closed. Other operating units will be revived as a PSE. |

| 1 | 2 | 3 | 4 |
|-----|---|--|--|
| 20. | Bharat Ophthalmic Glass Ltd.** | Deptt. of Heavy Industry | Closure |
| 21. | HMT Machine Tools Ltd.* | Deptt. of Heavy Industry | Revival as a PSE |
| 22. | Heavy Engineering Corporation Ltd.* | Deptt. of Heavy Industry | Revival as a PSE |
| 23. | Hindustan Organic Chemicals Ltd.* | Deptt. of Chemicals & Petrochemicals | Revival as a PSE |
| 24. | Hindustan Insecticides Ltd.* | Deptt. of Chemicals & Petrochemicals | Revival as a PSE |
| 25. | Mineral Exploration Corporation Ltd.* | Ministry of Mines | Revival as a PSE |
| 26. | Fertilizers & Chemicals Travancore Ltd.* | Department of Fertilizers | Revival as a PSE |
| 27. | Hindustan Shipyard Ltd. | Department of Shipping | Revival as a PSE |
| 28. | Central Electronics Ltd.* | Department of Scientific & Industrial Research | Revival as a PSE |
| 29. | National Projects Construction Corporation Ltd. | Ministry of Water Resources | Revival as a PSE |
| 30. | MECON Ltd.* | Ministry of Steel | Revival as a PSE |
| 31. | Andrew Yule & Co. Ltd.* | Deptt. of Heavy Industry | Revival as a PSE |
| 32. | Instrumentation Ltd. | Deptt. of Heavy Industry | Revival as a PSE |
| 33. | Bharat Yantra Nigam Ltd. | Deptt. of Heavy Industry | Closure |
| 34. | State Farms Corporation of India Ltd. | Deptt. of Agriculture & Co-operation | Revival as a PSE |
| 35. | Bengal Chemicals & Pharmaceuticals Ltd.* | Deptt. of Chemicals & Petrochemicals | Revival as a PSE |
| 36. | Triveni Structurals Ltd. | Deptt. of Heavy Industry | Revival as a PSE |
| 37. | HMT Ltd. | Deptt. of Heavy Industry | Revival as a PSE |
| 38. | HMT Watches Ltd. | Deptt. of Heavy Industry | Revival as a PSE |
| 39. | Hindustan Copper Ltd. | Ministry of Mines | Revival as a PSE |
| 40. | Bharat Refractories Ltd. | Ministry of Steel | Revival through financial restructuring & merger with SAIL |

* In respect of 25 CPSEs mentioned against S. No. 1, 2, 3, 5, 6, 8, 9, 10, 12, 13, 14, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 28, 30, 31 & 35 the revival packages have been approved by the Government.

** Government has approved closure in the case of S. No. 20.

Sattara Institutions of Assam

1373. DR. ARUN KUMAR SARMA Will the Minister of CULTURE be pleased to state:

(a) whether Government has received a proposal from the Government of Assam for assistance to Sattara institution of Assam for promotion of their art forms as well as for improvement of basic infrastructure and preservation of heritage properties; and

(b) if so, details of the proposal and its present status of sanction, total outlay and allocation during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) In a Memorandum submitted by Government of Assam to the Hon'ble Prime Minister earlier, a request was made for grant of Rs.25 crores for the Development of Sattara Institutions in different parts of Assam. However, a detailed project report in this regard has been received from the Government of Assam only recently. It has been mentioned in the report that 135 Sattara Institutions of Assam have been identified in the first phase of the Scheme for their development at an estimated cost of Rs. 96,59,00,000/-. The project report submitted by the Government of Assam is being examined.

Board Level Appointments in PSUs

1374. SHRI K.J.S.P. REDDY: Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the role of administrative Ministries in Board level appointments in Public Sector Undertakings (PSUs) has been curtailed;

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

(c) the response of the PSUs in this regard?

THE MINISTER OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRI SONTOSH MOHAN DEV):

(a) There has been no curtailment of the role of the administrative Ministry in the matter of selection to Board level posts in the Central Public Sector Enterprises (CPSEs). The extant procedure of selection of Board level executives in CPSEs is as under:

(i) For initiating the selection process for Board level posts in the CPSEs, the Public Enterprises Selection Board (PESB) sends a draft job description to the Administrative Ministry/ Department for sending comments within 10 days where after the job description is finalized in the PESB.

(ii) During the selection meeting, the Secretary of the Administrative Ministry is invited to assist the Board and the inputs given by him during the meeting are taken into consideration by the Board while making its recommendations.

(iii) The recommendations of the PESB are forwarded to the administrative Ministry/ Department for obtaining the approval of the competent Authority after obtaining clearance from the Central Vigilance Commission.

(b) and (c) Do not arise.

[*Translation*]

Shortage of Rakes

1375. SHRI PRABHUNATH SINGH:
SHRI KRISHNA MURARI MOGHE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a shortage of rakes in the Railways to meet the requirements of transportation of goods;

(b) if so, the steps taken by the Railways to arrange the sufficient number of rakes;

(c) the rake points that have closed during the last three years (State-wise); and

(d) the rake-points planned to be opened during 2007-2008 (State-wise)?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) No Sir. There are, however, temporary shortfalls.

(b) The Railways assesses the requirement of wagons and places demand for new wagons every year. In the year 2006-07, the Railways have indented for 18500 additional wagons to meet anticipated demands.

(c) and (d) State-wise information is given in the enclosed statement.

Statement

| State | Number of rake points closed during last three years | Number of rakes points planned to be opened during 2007-08 |
|-------------------|--|--|
| Bihar | - | 4 |
| Jharkhand | - | 17 |
| Madhya Pradesh | 3 | 2 |
| West Bengal | 2 | 8 |
| Orissa | - | 39 |
| Gujarat | 6 | 2 |
| Chhattisgarh | - | 5 |
| Haryana | 1 | 1 |
| Rajasthan | - | 1 |
| Andhra Pradesh | - | 1 |
| Delhi | 1 | - |
| Punjab | - | 2 |
| Maharashtra | 1 | 2 |
| Karnataka | - | 1 |
| Arunachal Pradesh | 1 | - |
| Assam | 1 | 4 |
| Nagaland | 1 | - |
| U.P. | 1 | - |
| Uttarakhand | 1 | - |
| Tamil Nadu | 3 | 15 |
| Kerala | - | 1 |

*[English]***Medical Facilities in Trains**

1376. SHRI M. APPADURAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to depute one doctor and sufficient paramedical staff to attend any medical emergency cases in long distance trains;

(b) if so, the details thereof; and

(c) if not, the manner in which the Railways provide or propose to provide medical facilities to passengers in trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

(c) All Passenger carrying trains are provided with First Aid Boxes containing essential drugs and dressing materials and the First Aid Boxes are available with the Guards of all the trains. The front line staff viz. Train Superintendents, Train Conductors, Travelling Ticket Examiners, etc. are also trained in rendering first aid.

In addition Augmented First Aid Boxes with wider range of medicines, disposable medical material, etc. have been provided with the Train Superintendents / Pantry Car Managers of Rajdhani / Shatabdi Express Trains and on nominated long distance Mail / Express trains. Services of doctors travelling as passengers are utilized to attend to passengers who are in need of urgent medical assistance. For this purpose the allopathic doctors travelling in such trains are provided with 10% concession in the train fare.

There is a very well developed system to send informations to the Station Managers where there is next scheduled halt of the train. The Station Managers have authority to call the Railway doctor / Govt. doctor / Private doctor to come to railway station and to attend the sick passengers travelling in the train. Necessary medical treatment is being provided. This is being used extensively at present. Trains can also make unscheduled halts, if necessary, at the stations en-route in extreme emergencies. The Station Managers have details of doctors, clinics & hospitals of Railways, Government and Private, in the vicinity of the station, so that their services could be requisitioned, in such situations. In addition, a database has also been developed regarding availability of the medical facilities of Railway, Government and Private Sector along railway tracks and at stations en-route, for providing emergency medical care to sick travelling passengers in the Trains and during Railway accidents.

Reservation Counters for Physically Handicapped

1377. SHRI C.H. VIJAYASHANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to have special reservation counters for Sr. Citizens, Women and physically handicapped persons; and

(b) if so, the State-wise details of reservation counters/stations where such facilities are likely to be provided?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Separate counters are earmarked at various Passenger Reservation System (PRS) centres for dealing with the reservation requisitions received from Physically handicapped persons, Senior Citizens, Former Members of Parliament, Members of Legislative Assembly (MLAs), accredited journalists and freedom fighters, if the average demand per shift is not less than 120 tickets. In case there is no justification for earmarking of an exclusive counter for any of these categories of persons including Senior Citizens, Women and physically handicapped persons, one or two counters depending upon the total demand are earmarked for dealing with the reservation requests for all these categories of persons. It is a continuous process, which depends upon the demand pattern and availability of counters.

New Information Services in Railways

1378. SHRI B. MAHTAB: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have launched or propose to launch new Information Services;

(b) if so, the details thereof; and

(c) the main objectives of launching the new Information Services?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) (a) to (c) In view of making the facility of rail telephone enquiry available to maximum number of users, Integrated Train Enquiry System is being set up consisting of both Interactive Voice Response System (IVRS) and manual enquiry provisions for dissemination of information on train running status, reservation status, availability of accommodation alongwith other value added services. This system has already been set up at Patna and Bangalore and will be gradually extended throughout the country.

Policy on Airports

1379. SHRI ANANDRAO VITHOBA ADSUL:
SHRI ADHALRAO PATIL SHIVAJIRAO:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the aviation sector of the country depends on large availability of infrastructure;

(b) if so, whether there is a need to revisit the policy on airports as land acquisition was facing hurdles with special economic zones as reported in 'The Hindu' dated February, 18, 2007;

(c) if so, the details and the facts thereof; and

(d) the steps taken by the Union Government to revisit the policy?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir. Availability of infrastructure is one of the basic components of aviation sector.

(b) to (d) A policy which is under formulation, will address to the issues relating to lands for airport projects.

[Translation]

Ahmednagar-Beed-Parli (W) Railway Line

1380. SHRI JAYSINGRAO GAIKWAD PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the work related to the laying down of Ahmednagar-Beed-Parli (W) new railway line was sanctioned in 1996-1997;

(b) if so, the status of the said railway line as on date;

(c) whether District Magistrate, Beed has sent a proposal of land acquisition of Rs. 14 crore to the Railway Board;

(d) if so, whether the said proposal has been sanctioned;

(e) the provision of total amount made for this railway line from 1996-1997 till date;

(f) the details of the total expenditure made out of the said provision till date;

(g) the item-wise/head-wise expenditure incurred during each of the last three years; and

(h) the time estimated to be taken to complete the said railway line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Ahmednagar-Beed-Parli Vajinath new line project was included in Budget 1995-96. Work taken up in Ahmednagar-Narayandoh (15 km) section. For balance length from Narayandoh to Parli Vajinath, land acquisition has been processed.

(c) Special land acquisition officer, Beed has sent a proposal to Central Railway for payment of Rs. 14.32 crore towards cost of land acquisition.

(d) No, Sir.

(e) and (f) An expenditure of Rs.15.02 cr. has been incurred on this project upto March 31.3.2006 and an outlay of Rs.10 crore has been provided during 2006-07.

(g) Such data of expenditure on each item/head is not maintained.

(h) Target date of completion not yet fixed.

[English]

National Mission on Monuments

1381. SHRI RAVI PRAKASH VERMA: Will the Minister of CULTURE be pleased to state:

(a) whether thousand of monuments are outside the ambit of Archaeological Survey of India and State Governments;

(b) if so, whether there was proposal to set up Mission on Monuments;

(c) the reasons for not setting up Mission on Monuments;

(d) whether the Government has planned an ambitious programme to map every monument in the country, down to the village level;

(e) if so, the details of the plan prepared therefor; and

(f) the steps taken by the Government for the conservation of unprotected monuments?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. Government has approved the National Mission on Monument and Antiquities.

(c) Question does not arise.

(d) and (e) Yes, Sir. The National Mission on Monuments and Antiquities proposes to prepare a National Data Base on Built Heritage and Antiquities.

The main mandate proposed for the Mission are:—

(i) Preparation of national data base on monuments and antiquities.

(ii) Setting up of regional data base centers in States /U.Ts.

(iii) Increasing public awareness on archaeological heritage and antiquarian wealth and sensitizing people about their preservation and management.

(iv) Capacity building in State Archaeology Departments & NGO's in respect of heritage protection & preservation.

(v) Publication of popular literature for public and educational institutions in respect of preservation and management of monuments and antiquities.

(vi) Conservation of selected unprotected monuments.

(f) Presently under the financial assistance scheme, Archaeological Survey of India has a provision to grant funds for the conservation of unprotected important buildings which are less than 100 years old.

[Translation]

Sale of Marker Mixed Kerosene

1382. SHRI MOHD. TAHIR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has reviewed the marker mixed kerosene scheme;

(b) whether the Government has examined samples in all supply locations depots/terminals of marker mixed kerosene;

(c) if so, the outcome thereof;

(d) whether the Government has also directed private oil companies to sale marker mixed kerosene; and

(e) if so, the progress made so far in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) To check adulteration in auto fuels, and also to check diversion of subsidized kerosene, Public sector Oil Marketing Companies (OMCs) have commenced introduction of marker in kerosene on all India basis with effect from 1.10.2006. Under the new system, Marker is being put in kerosene in all depots. This system heralds the introduction of world-class technology to curb and eventually eliminate the menace of adulteration of transportation fuels along the supply chain. With the marker's presence, adulteration even with very low levels of kerosene can be detected. A committee has been set up in the Ministry to monitor the progress of the marker system. It is reported by OMCs that all necessary tests are being conducted at supply locations to know the presence of marker in SKO.

(d) and (e) Oil Marketing Companies namely Reliance Industries Limited (RIL) and Essar Oil Limited (EOL) in the Private sector have also been simultaneously asked to introduce marker in Kerosene as is being done by Public Sector OMCs. EOL has reported that they have taken action to introduce Marker in Kerosene for all the supplies made from their refinery. RIL has reported that they have not introduced marker in kerosene as they are not marketing Kerosene on their own.

[English]

Doubling of Railway Line from Jamnagar to Ahmedabad and Jamnagar to Mehsana

1383. SHRI VIKRAMBHAI ARJANBHAI MADAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are planning for doubling of railway line from Jamnagar to Ahmedabad and Jamnagar to Mehsana with electrification;

(b) if so, the details thereof; and

(c) the time by which it is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. However, on Ahmedabad-Jamnagar line, double broad gauge line already exists on Ahmedabad-Viramgam section and a survey for doubling of Viramgam-Surendranagar (65 Kms) section has been sanctioned during 2006-07 to assess the traffic on this section.

(b) and (c) Do not arise.

Setting up of National Commission on Libraries

1384. SHRI S. K. KHARVENTHAN: Will the Minister of CULTURE be pleased to state:

(a) whether the Government has any proposal to set up National Commission on Libraries;

(b) if so, the details and the proposed functions thereof; and

(c) the time by which the said Commission is likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI. AJAY MAKEN): (a) and (b) The National Knowledge Commission has recommended the formation of a National Commission on Libraries as an independent and financially autonomous body. Its functions are envisaged as follows:

1. Develop Libraries and Information Services.
2. Advise the Government on Libraries and Information Sector.
3. Set standards for collection, services and technical processing.
4. Encourage public private participation.
5. Interact with State Governments.
6. Conserve cultural heritage.
7. Review and assess LIS education and in-service training needs.
8. Support R&D and technological development.

9. Ensure access to all publications including government and institutional public documents.
10. Set up a system for monitoring the working of public libraries.

(c) The National Knowledge Commission has also recommended that a National Mission on Libraries may be set up immediately, for a period of three years, which may lead to the formation of the Commission.

[Translation]

**Reservation Facility to Refugees
from Bangladesh**

1385. SHRI HANSRAJ G. AHIR: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether originally Bangali speaking Namoshudra caste has been included in the list of Scheduled Castes for reservation facility;

(b) if so, whether any demand has been made to direct State Government to provide reservation facility to refugees who came from Bangladesh and are now citizens of India; and

(c) if so, the reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) Persons belonging to Namasudra community specified as Scheduled Castes in Assam, Manipur, Meghalaya, Mizoram, Orissa, Tripura and West Bengal are eligible to get benefits as admissible to Scheduled Castes.

(b) and (c) Requests have been received from various quarters to include Namasudra community in the list of Scheduled Castes in Andhra Pradesh, Andaman and Nicobar Islands, Bihar, Chhattisgarh, Delhi, Karnataka, Madhya Pradesh, Maharashtra, Rajasthan, Uttar Pradesh and Uttrakhand. The concerned State Governments/Union Territory Administrations have been requested to provide ethnographic details in the prescribed proforma alongwith their recommendations.

[English]

Pending Cases of Payment of Dues

1386. SHRI SUBRATA BOSE: Will the Minister of DEFENCE be pleased to state:

(a) the number of cases of payment of dues of the missing and deceased soldiers pending with Army as on the 31 December, 2006, wing-wise;

(b) since when these cases are pending,

(c) the reasons for pendency in each case; and;

(d) the action being taken for speedy disposal of the pending cases?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI M.M. PALLAM RAJU): (a) to (d) The requisite information is being collected and will be laid on the Table of the House.

[Translation]

Shelling at Indo-Pak Border

1387. PROF. VIJAY KUMAR MALHOTRA:
SHRI CHANDRA MANI TRIPATHI:

Will the Minister of DEFENCE be pleased to state:

(a) whether Pakistan has started shelling at Indo-Pak Border by breaking the ceasefire,

(b) if so, the facts thereof,

(c) whether some Pakistani rangers have also violated the international border,

(d) if so, the details thereof; and

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

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) No incident of shelling has been reported on Indo-Pak international border after declaration of ceasefire. The ceasefire declared in November, 2003 on the Line of Control between India and Pakistan has been upheld except for some minor aberrations.

(c) and (d) Three instances of violation by Pak Rangers on international border, on 15 August, 2006, 12th September, 2006 and 22nd October, 2006 have been reported. The violations were in Jammu and Rajasthan areas.

(e) Protest notes on all the above cases were lodged with Pak Rangers and the matter was also taken up during Indo-Pak Bi-Annual meeting held from 14th to 17th February, 2007 at Jalandhar (Punjab).

[English]

Cultural Delegation

1388. SHRI NAVEEN JINDAL: Will the Minister of CULTURE be pleased to state:

- (a) the details of cultural delegations which visited India during the last three years;
- (b) the details of Indian Cultural delegations sent abroad during the above said period, country-wise;
- (c) the composition of the Indian delegations; and;
- (d) the expenditure incurred on each visit?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (d) The information is being collected and will be laid on the Table of the House.

Train Service on Hassan-Mangalore Line

1389. SHRI IQBAL AHMED SARADGI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways propose to open Hassan-Mangalore line to passenger train service where the freight trains were flagged off in May 2006;
- (b) if so, whether the Commissioner of Railway Safety had raised several issues pertaining to safety standards of the bridges, signalling across small patches and safety along a 50-km. stretch between Sakleshpur and Subrahmanya;
- (c) if so, the reaction of the Railways thereto; and
- (d) the time by which passenger train service is likely to be started on the said line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) and (c) Commissioner of Railway Safety raised the issue for providing a catch siding at Sirivagilu which

has since been provided and the papers resubmitted to Commissioner of Railway Safety.

(d) Passenger train services on Sakleshpur-Subrahmanya Road section would be introduced after statutory inspection and certification by Commissioner of Railway Safety.

Amount Spent on Advertisement by Railways

1390. SHRI K.C. PALLANI SHAMY: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the amount spent on advertisements by the Railways has been steadily increasing over the years;
- (b) if so, the details thereof;
- (c) whether the Railways have taken any decision to divert a portion of the expenditure on advertisement to developmental works; and
- (d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) The amount spent on advertisements by the Railways during the last three years (2003-04 to 2005-06) had been Rs.67.85 crore, Rs.88.46 crore and Rs.92.61 crore respectively.

(c) No, Sir.

(d) Does not arise.

[Translation]

Funds for upliftment of Muslims

1391. SHRI ASADUDDIN OWASI: Will the Minister of MINORITY AFFAIRS be pleased to state:

- (a) the details of the funds allocated during the 10th Five Year Plan for upliftment of Muslims in the country;
- (b) whether the funds allocated in the 10th Five Year Plan has since been utilized in proportion to completed period of the 10th Plan;
- (c) if so, the details thereof;

(d) if not, the reasons therefor;

(e) whether the funds allocated during the 10th Plan were sufficient to meet the growing demand for upliftment of Muslim minorities;

(f) if so, whether keeping in view the funds allocated and its utilization the Government has chalked out a plan allocation for the 11th Plan period for Muslim minorities; and

(g) if so, the details thereof and detailed strategy chalked out for implementation and allocation of funds during 11th Plan period?

THE MINISTER OF MINORITY AFFAIRS (SHRI A.R. ANTULAY): (a) Funds are not allocated on the basis of religious community.

(b) to (g) Does not arise.

Ticketless Travelling by Police Personnel

1392. SHRI CHANDRA DEV PRASAD RAJBHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the ticketless travelling by police personnel in trains;

(b) if so, the details of such incidents which came to the notice of the Railways during 2006-07 and the action taken thereon;

(c) whether the Railways are making more stringent law to check such practice; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Some incidents of ticketless travelling by police personnel in trains do come to notice. However, no separate statistics is maintained in this regard. To check ticketless/irregular travelling in trains, minimum penalty for ticketless/irregular travel has been enhanced from Rs.50/- to Rs.250/- with effect from 01.07.2004. Besides, regular checks are conducted in trains against ticketless/irregular travel and action is taken as per law. Matter is also brought to the notice of concerned Police Authorities from time to time to check such incidents.

[English]

Licence to Foreign Pilots

1393. SHRIMATI MANORAMA MADHAVRAJ: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Directorate General of Civil Aviation (DGCA) expects a shortage of 500 pilots every year against the availability of only 200 trained pilots;

(b) if so, whether to overcome this shortage, DGCA has proposed to grant licence to about 250 foreign pilots early this year;

(c) if so, the details thereof;

(d) whether as a measure to ease pilot shortage, DGCA is likely to introduce Multi-engine Pilot Licencing in India; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) With the present growth of aviation it is expected that shortage of around 500 pilots would be there every year. Presently, there are 3000 type rated pilots in India.

(b) and (c) Directorate General of Civil Aviation (DGCA) does not suo moto grant or validate the Commercial Pilot Licences of foreign pilots. However, if airlines wish to deploy the foreign pilots/instructors, such applications are considered by DGCA for validation of their licences subject to fulfillment of the prescribed conditions. There are approximately 565 foreign pilots in the country working with various airlines.

(d) and (e) Multi engine pilot licenses are already in vogue in India.

Asiatic Society of Mumbai

1394. SHRI MILIND DEORA: Will the Minister of CULTURE be pleased to state:

(a) whether the Government has received any representation regarding recognition of Asiatic Society of Mumbai as an institution of national importance;

(b) if so, the details thereof;

(c) whether the Government provided any financial assistance to the Asiatic Society of Mumbai for the preservation of rare books and construction of museum to the Library; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) Yes, Sir.

(b) Ministry has received several proposals for grant the status of 'Institution of National Importance' to the Asiatic Society, Mumbai. In this connection Shri C.K. Chandrappan, M.P. Lok Sabha had moved a Private Members Bill titled "The Asiatic Society of Mumbai Bill 2005 for the same purpose.

(c) and (d) Yes, Sir. Government of India had in the past given a corpus fund of Rupees two crores to the Society during 1994 for its various activities. An annual Plan grant of Rs.20.00 lakhs has been made to this Society during the past few years which has been increased Rs.25.00 lakhs from the financial year 2006-2007. Ministry is ready to assist the Society by giving it Project based grants to enable it to carry out its aims and objectives.

[Transition]

Wagon Shop at Kota Junction

1395. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether a modernisation scheme involving a cost of Rupees sixty crores has been finalised for wagon repair shop at Kota Junction (Western-Central Railways);

(b) if so, the details thereof;

(c) the progress made in this regard so far; and

(d) the details of capacity addition and modernisation after clearance of the said project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) A work of modernisation of Kota wagon repair shop has been included in Railway Budget 2007-08. The anticipated cost of the work is Rs. 48.00 crores.

(d) Modernisation of Kota wagon repair shop envisages an additional capacity for Periodic Overhauling (POH) of 65 Broad Gauge wagons per month, reduction in POH cycle time, improvement in reliability and quality of POH, improvement in working conditions, structural improvement of the shop, modernisation of machinery and plant etc.

[English]

Missing of Identity Cards of Defence Personnel

1396. SHRI ABU AYES MONDAL: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is aware of recent missing of a lot of identity cards of defence personnel;

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

(c) whether the Government has set up an enquiry committee in this regard;

(d) if so, the study report of the Committee;

(e) whether the Government has taken extra alert on missing of defence items; and

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

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) to (f) A case of loss of a lot of 87 Identity cards of Personnel Below Officers' Rank of Army has been brought to the notice of the Government by the Army in the recent past. In all such cases a Court of Inquiry is convened and details are shared with concerned agencies for taking necessary precautionary measures. The review of security measures is a continuous process.

[Translation]

Cooperation between India and Asian Countries

1397. SHRI SANTOSH GANGWAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether India and other Asian countries have reached a consensus to increase cooperation to meet the requirement of fuel particularly keeping in view the high price and depleting reserves thereof; and

(b) if so, the benefits likely to accrue thereby together with the specific energy sectors in respect of which the consensus has been so reached?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) During the five countries Energy Roundtable held on 16th December 2006 at Beijing, China, the Minister (P&NG) in his keynote address had called for cooperation at three levels amongst consumer countries to identify issues and suggest remedial measures. He had also stated that developing Asian countries should seriously consider building strategic storage of oil and that it is for the consuming nations like China, India, Japan and Korea to ponder whether individual and collective efforts are necessary to have dialogue with exporters to address the issue of pricing. In the joint statement of 5 union Energy Ministers released at the conclusion of the Roundtable, a call was made on all countries of the international community to enhance global energy security through the following measures:

- i. Open, transparent, efficient and competitive energy markets to encourage investment in the whole energy supply chain, especially in oil and gas exploration and production, including transparent and effective legal and regulatory frameworks.
- ii. Diversification of energy supply and demand and energy sources.
- iii. Promotion of energy conservation and energy efficiency measures as well as development and deployment of environmentally sustainable energy technologies.
- iv. Cooperative energy emergency response through strategic oil stocks.
- v. Safeguarding critical energy infrastructure and sea route security for transportation of oil and gas.
- vi. Improved quality and timeliness of energy data made available to the market.

[English]

**Road-cum-Rail Bridge Over Brahmaputra
at Guwahati**

1398. SHRI ANWAR HUSSAIN:
DR. ARUN KUMAR SARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have conducted the survey for construction of second Rail-cum-road bridge over Brahmaputra at Sariaghat;

(b) if so, details thereof;

(c) if not, the time by which the survey is likely to be carried out and completed;

(d) whether Government of Assam has represented for converting the proposed road bridge at Sariaghat under NHDP to a rail-cum-road bridge; and

(e) if so, details of pre-feasibility and economy thereof and the response of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) and (c) Do not arise. However, survey for 2nd rail bridge is being taken up. It will take about one year's time.

(d) and (e) A Chief Minister, Assam had written in this regard. No survey has so far been conducted. Prime facie, it has been considered that the existing broad gauge lines via Sariaghat bridge and via Jogighopa bridge along with gauge conversion of Rangia-Murkongselek and Bogibeel bridge would be able to meet the traffic requirements.

[Translation]

**Construction of Civilian Airport at
Jodhpur, Rajasthan**

1399. SHRI JASWANT SINGH BISHNOI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Salawas Airport at Jodhpur in Rajasthan is in use;

(b) if not, whether the Government proposes to make it as a civilian airport;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Salawas airport at Jodhpur belongs to Indian Air Force

(IAF), Ministry of Defence. Government of India has no plans to make it a civilian airport.

Increase in the Speed of Trains

1400. SHRI RAJNARAYAN BUDHOLIA:
SHRI REWATI RAMAN SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are considering a proposal to increase the speed of some trains;

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

(c) whether the tracks are fit enough to bear the increased speed; and

(d) if so, the reaction of the Railways thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU) (a): Yes, Sir.

(b) Speeding up of passenger carrying trains is an ongoing process over Indian Railways. During the current financial year 2006-07, 657 trains have been speeded up and 176 other mail/express trains have been made superfast by speeding up.

(c) Yes, Sir.

(d) The trains are speeded subject to availability of resources, requisite infrastructure and operational feasibility.

[English]

Military Dairy Farms

1401. SHRI ABDUL RASHID SHAHEEN: Will the Minister of DEFENCE be pleased to state:

(a) whether the Defence Forces maintain their own dairy farms;

(b) if so, the number of such farms and the annual expenditure incurred on maintenance of such farms;

(c) whether the milk supplied by these farms to military units is costlier than the prices offered by the private dairy farms; and

(d) if so, the justification of maintaining such dairy farms?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) Yes, Sir.

(b) The number of Military Farms being maintained is 43. During the financial year 2005-2006, an expenditure of Rs.169 crore was incurred by Military Farms which includes purchase of milk, hay, maintenance of farms and salary etc.

(c) As per report of Controller and Auditor General of India for the year ending March 2005, cost of milk produced by Military Farms was slightly higher than the market rates.

(d) In order to improve their economic viability, Military Farms are being reorganized. Furthermore it has also been decided to close down some military farms. 18 Military Farms have been closed down during 2004-2005 and their assets readjusted/amalgamated with other farms.

[Translation]

Testing Kits to Check Adulteration

1402. SHRI BHUVANESHWAR PRASAD MEHTA:
SHRI AJIT JOGI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is any proposal to provide testing kits at the petrol pumps to check adulteration in petrol and diesel;

(b) if so, the details thereof; and

(c) the time by which the scheme is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) There is no proposal to provide testing kits at the retail outlets of Oil Marketing Companies (OMCs) to test the presence of marker in MS/HSD.

(b) and (c) Does not arise in view of reply to (a) above.

*[English]***Buddhist Tourist Circuit**

1403. SHRI JYOTIRADITYA M. SCINDIA:
SHRI IQBAL AHMED SARADGI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have launched a Buddhist Tourist Circuit;

(b) if so, the details thereof; and

(c) the success so far registered in this venture?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) A fully air-conditioned train with on-board/off-board catering and house keeping arrangements, road transfer by Air Conditioned vehicles, sightseeing, Darshan, visit to holy places, etc. facilities is scheduled to run as Maha Parinirvan Special covering Lumbini, Samath, Bodhgaya, Kushinagar, Nalanda, Sravasti and also Taj Mahal and Fatehpur Sikri in Agra w.e.f. 28.03.07. Indian Railway Tourism & Catering Corporation (IRCTC) has planned to run 11 trips during 2007 and other 6 trips in 2008 upto March (depending on its reception) with each trip having a duration of 8 days. The option of undertaking partial journey for a minimum duration of 3 nights is also available to the passengers.

(c) For its successful run IRCTC has made all out efforts for marketing, wide publicity and enquiry redressal system.

Woman Gangman Employees in Railways

1404. SHRI HARIBHAU RATHOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of female staff in the Railways are performing the duties of gangman;

(b) if so, the details thereof;

(c) whether such female staff are getting physically and mentally ill due to the nature of work of gangman;

(d) if so, whether the Railways propose to provide alternative jobs to such female staff in other departments; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) to (e) The information is being collected and will be laid on the Table of the Sabha.

Development of Bhothathankettu Tourist Destination

1405. SHRI P.C. THOMAS: Will the Minister of TOURISM be pleased to state:

(a) whether the Government of Kerala has submitted any project for Development of Bhothathankettu Tourist Destination in Ernakulam district, Kerala;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Yes, Sir. The project proposal is for providing various amenities like Conference Hall, kiosks, toilet block, landscaping, etc. at a total cost of Rs.466.00 lakh.

(c) The project proposal for development of Bhothathankettu received from the Government of Kerala was appraised on the basis of inter-se-priority, availability of funds, etc. and the proposal has not been approved for Central Financial Assistance during 2006-07.

*[Translation]***Losses/Profits of Oil Companies**

1406. DR. CHINTA MOHAN:
SHRI KAILASH NATH SINGH YADAV:
SHRI RAJIV RANJAN SINGH "LALAN":
SHRI BRAJA KISHORE TRIPATHY:
SHRI M. APPADURAI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the profit/loss position of the various public sector oil companies on sale of kerosene and cooking gas during each of the last three years, company-wise;

(b) whether the rate of profit earned by the public sector oil companies is less than the profit earned by the private sector oil companies;

(c) if so, the details alongwith the reasons therefor;

(d) whether the Government proposes to issue bonds to State-owned oil companies; and

(e) if so, the extent to which such bonds will provide relief to these oil companies?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The gross under-recoveries suffered by PSU oil marketing companies (OMCs) in marketing of PDS Kerosene and domestic LPG for the years 2003-04 to

2005-06 are given in the enclosed statement-I.

(b) and (c) Profit After Tax of PSU OMCs and Private Sector oil company is given in the enclosed statement-II. The profits of PSU OMCs were adversely affected due to under recoveries suffered by them on sale of sensitive petroleum products viz. petrol, diesel, PDS kerosene and domestic LPG.

(d) and (e) As a measure of relief to PSU OMCs, the Government, inter alia, issued oil bonds worth Rs. 11,500 crore for the financial year 2005-06 to PSU OMCs. The Government also agreed to issue oil bonds to PSU OMCs worth Rs.28,300 crore for the financial year 2006-07 to partially compensate them for their under-recoveries. Out of this, bonds worth Rs. 19,150 crore has been issued till date.

Statement-I

Gross under Recoveries Suffered by Oil Marketing Companies on Domestic (LPG) and Kerosene (PDS)

(Rs./Crores)

| 2003-04 | IOC (including IBP) | BPC | HPC | Total |
|----------------|---------------------|---------|---------|----------|
| - Domestic LPG | 2784.45 | 1380.17 | 1358.08 | 5522.70 |
| - PDS Kerosene | 2451.25 | 602.53 | 697.73 | 3751.51 |
| Total | 5235.70 | 1982.70 | 2055.81 | 9274.21 |
| 2004-05 | | | | |
| - Domestic LPG | 4215.68 | 2100.49 | 2045.89 | 8362.06 |
| - PDS Kerosene | 6193.22 | 1521.37 | 1765.29 | 9479.88 |
| Total | 10408.90 | 3621.86 | 3811.18 | 17841.94 |
| 2005-06 | | | | |
| -Domestic LPG | 5199.08 | 2543.85 | 2502.54 | 10245.47 |
| - PDS Kerosene | 9409.11 | 2315.24 | 2660.04 | 14384.38 |
| Total | 14608.19 | 4859.09 | 5162.58 | 24829.85 |

Statement-II

(Rs/Crores)

| Profit After Tax | 2005-06 | 2004-05 | 2003-04 |
|---|----------------|----------------|----------------|
| Public Sector | | | |
| IOC | 4915 | 4891 | 7005 |
| HPC | 406 | 1277 | 1904 |
| BPC [⊙] | 292 | 966 | 1695 |
| IBP | 12 | 59 | 215 |
| Private Sector | | | |
| Reliance Industries Ltd. (Including Non-Petroleum Activities) | 9069 | 7572 | 5160 |

⊙BPCL Figures for 2005-06 includes KRL subsequent to merger of KRL with BPCL.

[English]

Restructuring of Academies

1407. SHRI N.N. KRISHNADAS: Will the Minister of CULTURE be pleased to state:

(a) whether all the Academies created for promoting literature and different forms of arts & culture have been restructured recently;

(b) if so, the details alongwith the criteria adopted thereof;

(c) whether the existing criteria is adequate to ensure that all these Academies are functioning according to their aims and objectives;

(d) if not, whether any new proposal is under consideration for restructuring the functioning of these Academies in the new scenario; and

(e) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) and (e) Does not arise.

Financial Assistance to States

1408. SHRI G. KARUNAKARA REDDY: Will the Minister of TOURISM be pleased to state:

(a) whether the Central Financial Assistance on 50:50 basis is provided to the State Governments/Union Territories as part of their Information Technology (IT) initiatives for developing their websites, networking, computerisation procurement of multi-media projection system etc. in enhancing tourism in the country;

(b) if so, the details of financial assistance provided to States/Union Territories during each of the last three years State/UT-wise; and

(c) the extent up to which this assistance has been utilised by the State Governments/UTs and its impact on the tourism in the country?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) Yes, Sir.

(b) The State/UT-wise details of financial assistance sanctioned by the Ministry of Tourism for IT projects during the last three years are given in the enclosed statement.

(c) The first instalment of Central Financial Assistance is upto 90% of the sanctioned amount and the balance is released after receipt of completion certificate and utilization certificate. The assistance provided for IT

projects has helped the State/UT Governments for providing improved quality tourist information and facilitation for the tourists.

Statement

Funds Sanctioned by the Ministry of Tourism to States/Union Territories for IT Projects during the last three years of Tenth Five Year Plan

| Sl. No. | State/UT | Funds Sanctioned 2004-05 | Funds Sanctioned 2005-06 | Funds Sanctioned 2006-07 |
|---------|------------------------|-----------------------------|-----------------------------|-----------------------------|
| 1. | Andhra Pradesh | 0.00 | 75.00 | 0.00 |
| 2. | Assam | 0.00 | 47.80 | 0.00 |
| 3. | Arunachal Pradesh | 0.00 | 50.00 | 50.00 |
| 4. | Bihar | 0.00 | 0.00 | 14.87 |
| 5. | Chhattisgarh | 31.68 | 75.00 | 0.00 |
| 6. | Himachal Pradesh | 20.00 | 0.00 | 0.00 |
| 7. | Jammu and Kashmir | 14.25 | 0.00 | 49.80 |
| 8. | Jharkhand | 0.00 | 0.00 | 49.10 |
| 9. | Kerala | 50.00 | 28.00 | 0.00 |
| 10. | Madhya Pradesh | 50.00 | 0.00 | 0.00 |
| 11. | Maharashtra | 46.37 | 0.00 | 54.81 |
| 12. | Manipur | 0.00 | 49.80 | 0.00 |
| 13. | Mizoram | 15.02 | 0.00 | 0.00 |
| 14. | Nagaland | 70.00 | 0.00 | 0.00 |
| 15. | Punjab | 13.57 | 0.00 | 0.00 |
| 16. | Rajasthan | 24.42 | 0.00 | 0.00 |
| 17. | Tamil Nadu | 0.00 | 0.00 | 27.60 |
| 18. | Uttaranchal | 50.00 | 0.00 | 50.00 |
| 19. | Dadar and Nagar Haveli | 0.00 | 20.71 | 0.00 |
| 20. | Delhi | 48.85 | 0.00 | 0.00 |
| 21. | Daman and Diu | 5.00 | 0.00 | 0.00 |
| 22. | Pondicherry | 11.73 | 0.00 | 0.00 |
| | Total | 450.89 | 346.31 | 296.18 |

*[Translation]***Development of Rural Tourism**

1409. SHRI VIJAY KUMAR KHANDELWAL: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has received proposals from the Government of Madhya Pradesh for development of rural tourism in the state;

(b) if so, the details thereof along with the places selected therefor; and

(c) the time by which these proposals are likely to be approved and the funds proposed to be allocated therefor?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) The following rural tourism projects for tourism infrastructure development and capacity building have been sanctioned based on the proposals received from the State Government of Madhya Pradesh during the 10th plan period.

Infrastructure Development

| | |
|----------------------------------|---------------------------|
| (i) Hatwa, Distt. Siddhi | Rs. 50.00 lakh in 2002-03 |
| (ii) Chaugan, Distt. Mandla | Rs.50.00 lakh in 2003-04 |
| (iii) Pranpur, Distt. Ashoknagar | Rs.48.00 lakh in 2003-04 |
| (iv) Orchha, Distt Tikamgarh | Rs.50.00 lakh in 2005-06 |
| (v) Amla, Distt. Ujjain | Rs.48.69 lakh in 2006-07 |

Capacity Building

| | |
|---------------------------------|--------------------------|
| (i) Chaugan, Distt. Mandla | Rs.20.00 lakh in 2004-05 |
| (ii) Pranpur, Distt. Ashoknagar | Rs.20.00 lakh in 2004-05 |
| (iii) Amla, Distt. Ujjain | Rs.20.00 lakh in 2006-07 |

*[English]***Revival Package for HMT Ltd.**

1410. SHRI BADIGA RAMAKRISHNA:
SHRI K.C. PALLANI SHAMY:
SHRI BALASHOWRY VALLABHANENI:

Will the Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether any revival package has been announced for HMT Ltd. recently;

(b) if so, the details thereof;

(c) whether any VRS plan has been introduced as a part of revival package;

(d) if so, the details thereof; and

(e) the further steps taken/being taken in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) to (e): A revival plan for HMT Ltd. (the Holding Company) has been recommended by Board for Reconstruction of Public Sector Enterprises details of which has not been finalized.

*[Translation]***Private Oil Companies in Aviation Fuel Sector**

1411. SHRI RASHEED MASOOD:
SHRI BRAJA KISHORE TRIPATHY:
SHRI ADHIR CHOWDHURY:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government proposes to allow private oil companies to operate their business in Aviation Fuel Sector;

(b) if so, the details thereof;

(c) the time by which these private companies are likely to be allowed to operate their business;

(d) whether the Government proposes to tighten the entry norms in permitting new private companies; and

(e) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) As per Government of India Resolution dated 08.03.2002, the authorization to market transportation fuels, namely Motor Spirit (MS), High Speed Diesel (HSD) and aviation turbine fuel (ATF) can be given to any company, subject to the company investing or

proposing to invest Rs. 2000 crore in exploration and production (E&P), refining, pipelines or terminals. Reliance Industries Ltd. (RIL) and Essar Oil Limited (EOL) oil marketing companies in Private sector have already been given authorization to market ATF.

[English]

LNG Deal with Iran

1412. SHRI RAYAPATI SAMBASIVA RAO:
SHRI JUAL ORAM:
SHRI KINJARAPU YERRANNAIDU:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether a High Powered Committee of Iran has confirmed the agreement for supply of LNG to India;

(b) if so, the details thereof;

(c) if not, whether any dispute has emerged in the said agreement between both the countries;

(d) if so, whether Iran proposes to make some changes in the earlier agreement;

(e) if so, the main points of the changed proposal submitted by Iran;

(f) whether the Government has taken a decision to accept the changed proposal for the construction of pipeline project; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) GAIL, IOC and BPCL have signed contracts with National Iranian Gas Export Company (NIGEC) on June 13, 2005 for import of 5 MMTPA LNG, which is scheduled to commence from 2009. Simultaneously, the parties also signed a side letter to the LNG SPA, as per which NIGEC had to obtain the approval of their parent company, National Iranian Oil Company (NIOC), for the sale purchase agreement (SPA) to become effective. NIGEC has informed that NIOC's Board has not given its approval till now.

(d) and (e) The Foreign Minister of Iran discussed the issue with Minister (P&NG) during his visit to India on November 17, 2006. During the meeting, *inter alia*, the issue of price of LNG was discussed.

(f) and (g) Simultaneously, Government is also pursuing import of natural gas from Iran through Iran-Pakistan-India (IPI) gas pipeline project. In this regard, the 4th Tripartite Joint Working Group meeting of IPI Gas Pipeline Project between the three countries was held in Tehran, Iran on January 24-25, 2007. The gas price at Iran-Pakistan border was agreed between Iran and Pakistan side, subject to approval from the respective Governments. The Indian side agreed to respond within a period of four weeks.

Subsequently, an Indian delegation participated in the 4th bilateral India-Pakistan Joint Working Group meeting on February 22-23, 2007 to discuss issues relating to transit of IPI Pipeline through Pakistan. Iran attended the meeting as an Observer. The issues pertaining to transportation tariff and transit fees for passage of gas through Pakistan were discussed in the meeting.

Birds around Airports

1413. SHRI SUGRIB SINGH:
SHRI KISHANBHAI V. PATEL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of bird hit incidents reported at the Indira Gandhi International (IGI) Airport during 2006;

(b) whether the Delhi International Airport Limited (DIAL) has brought to the notice of the Government that birds keep coming dangerously close to the planes while landing and taking off at IGI airport;

(c) if so, the details thereof; and

(d) the action taken by the Government?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) During the year 2006, 25 bird hit incidents at Indira Gandhi International Airport (IGIA) were reported to Directorate General of Civil Aviation (DGCA).

(b) to (d) Delhi International Airport Limited has apprised Airfield Environment. Management Committee (AEMC) about bird activity around IGIA in its periodic meetings. The AEMC has been constituted at aerodromes as a measure to combat bird menace at airports. The Secretary (Environment) of Government of Delhi is the chairman of AEMC which comprises representatives of

local civic bodies, DGCA,, airlines and airport management agencies as its members. AEMC has directed the concerned agencies to clean up the garbage around the airport and to remove water stagnation and landfill area to avoid any bird concentration.

Kannur Airport

1414. SHRI P. KARUNAKARAN: Will the Minister of CIVIL AVIATION be pleased to refer to Unstarred Question No. 2357 dated December 7, 2006 regarding 'Kannur Airport' and state:

(a) whether the requisite clearances have been obtained from the concerned Ministries and the authorities;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the time by which the construction work on the said airport is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) The State Government of Kerala had been advised to obtain clearances from Ministry of Defence and Ministry of Environment and Forests for further processing of the proposal. A status report in the matter is awaited from them.

[Translation]

National School of Drama

1415. SHRI SHISHUPAL N. PATLE:
SHRI BALESHWAR YADAV:

Will the Minister of CULTURE be pleased to state:

(a) whether the Government proposes to open more National School of Drama in the country;

(b) if so, the details alongwith the locations identified thereof; and

(c) the time by which these are likely to be opened?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) The Broad-based Committee of National School of Drama has recommended opening of Regional Schools of Drama in five regions of the country.

(b) The five locations identified by the Broad-based Committee are Bangalore, Maharashtra/Goa, Kolkata, North-East and Jammu & Kashmir.

(c) The proposal is under consideration of the Government.

[English]

Revision of CAR

1416. SHRI KIRTI VARDHAN SINGH:
SHRIMATI NIVEDITA MANE:
SHRI EKNATH MAHADEO GAIKWAD:
SHRI ASADUDDIN OWAISI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Directorate General of Civil Aviation (DGCA) has proposed a revision to Civil Aviation Requirements (CAR) according to which pilots have been awarded the job to inspect the aircraft instead of Aircraft Maintenance Engineers;

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

(c) the extent to which the inspection of aircraft by pilots is safe;

(d) whether DGCA do not require the services of Aircraft Maintenance Engineers (AME) for regular check up of aircraft,

(e) if so, the details and the reasons therefor; and

(f) the steps taken or being taken by DGCA in regards to safeguard the lives of passengers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Directorate General of Civil Aviation (DGCA) has amended Civil Aviation Requirements (CAR), Section 2, Series F, Part VIII regarding Maintenance and Certification of Aircraft on 08.01.2007.

In this revision the Pilots have been authorized, subject to their undergoing training to carry out only pre-flight and transit checks, which is supplemental to such checks being carried out by the Aircraft Maintenance Engineers also.

The above revision is in accordance with international standards and also is in consonance with the recommendation of the aircraft manufacturers.

The Pilots, who are also required to be technically qualified on their type of aircraft are required further to undergo appropriate training by authorized engineering personnel for undertaking the above checks.

(d) to (f) In view of the answer from (a) to (c), these do not arise.

[*Translation*]

Grave of Lord Carnawallis

1417. SHRI TUFANI SAROJ: Will the Minister of CULTURE be pleased to state:

(a) whether the grave of Lord Carnawallis having archaeological value is located in Ghazipur district of Uttar Pradesh;

(b) if so, the details of its upkeep and maintenance;

(c) whether the land surrounding it is under unauthorized occupation;

(d) if not, the details of the land-grants standing in the name of this grave till date; and

(e) the amount spent annually on the maintenance and upkeep of this grave?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) and (b) Yes, Sir. This is a monument of national importance and is well preserved.

(c) and (d) There is no encroachment or unauthorized occupation in the protected limit of the monument. The protected area of this monument is 6.79 acres which is fence and is under the control of the Archaeological Survey of India.

(e) The expenditure incurred on the maintenance and upkeep of this monument in the last three years is as follows:

| | |
|---------|--------------|
| 2003-04 | Rs. 5,83,327 |
| 2004-05 | Rs. 6,76,195 |
| 2005-06 | Rs. 2,06,298 |

Allotment of Shops to Multinational Companies at Stations

1418. SHRI GANESH SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have allotted shops to multinational companies to sell their products at various railway stations of the country;

(b) if so, the names of the companies alongwith the products for which permission has been granted;

(c) the reasons for granting permission to multinational companies to sell their products at railway stations;

(d) whether the Railways have withdrawn the announcement in which it had been announced to sell milk, curd in earthen-wares;

(e) if so, the reasons therefor;

(f) whether the Railways are aware that crores of people have been rendered jobless as a result of this policy; and

(g) if so, the reaction of the Railways thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Only one catering unit at Delhi main railway station has been allotted to M/s Connaught Plaza, a franchisee of McDonalds, a multinational company for sale of various catering products of the company.

(d) No, Sir.

(e) Does not arise.

(f) and (g) No, Sir, do not arise. Vast majority of catering units over Indian Railways are small units. Except the general category minor units at A, B and C category stations, all other minor catering units are given renewal. Thus, they enjoy continuity of their business.

Nexus between Army Officials and Terrorists

1419. SHRI MANSUKHBHAI D. VASAVA:
DR. DHIRENDRA AGARWAL:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government had received a report about the nexus between Army officials, terrorists and Lashkar-e-Tayeba;

(b) if so, the details thereof; and

(c) the number of officials against whom the action have been taken in this regard?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (c) A case of involvement of three army personnel with a terrorist outfit in Jammu & Kashmir has come to notice of the Government. These personnel have admitted to providing of items such as clothing, boots, torch cells and SIM cards to the terrorists, fearing threat to their families from terrorists. In all such matters stringent disciplinary action is initiated based on the outcome of Court of Inquiry.

[English]

Indigenous Production of Naval Sonar Arrays

1420. DR. K.S. MANOJ: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government proposes to produce the indigenous Naval Sonar Arrays;

(b) if so, the details thereof;

(c) whether the Public Sector Undertakings are competent to produce such Sonar Arrays;

(d) if so, whether the Keltron Controls Aroor Kerala has submitted any proposal for the production of indigenous Sonar Arrays, and

(e) if so, the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAO INDERJIT SINGH): (a) Naval Sonar Arrays are already being produced indigenously.

(b) Hull Mounted Sonar Arrays for surface ships and Sonar Arrays for submarines are being manufactured by Bharat Electronics Limited (BEL), Bangalore based on design by NPOL, Kochi.

(c) Yes, Sir. BEL is competent to produce such Sonar arrays.

(d) For one of the programme of Navy, Bharat Electronics Limited (BEL) had received quotation for supply of Array sub-system from Keltron Controls.

(e) No action is required to be taken by Government. BEL is processing the case further.

Civil Aviation Facilities in NE States

1421. SHRI KIREN RIJJU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to increase the air connectivity within the North East States;

(b) if so, the details thereof;

(c) whether the Government is planning to construct/upgrade the airports in the NE States;

(d) if so, the details thereof and the present status of each project; and

(e) the total fund allocation for the civil aviation sector in North East States during the last three years and current year?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) At present, scheduled airlines like Indian Airlines, Alliance Air, Jet Airways, Sahara Airlines, Air Deccan, Kingfisher Airlines, Spicejet and IndiGo Airlines are operating 226 services/week to/from and within North East States. These airlines operate services to/from Agartala, Aizwal, Dibrugarh, Dimapur, Guwahati, Imphal, Jorhat, Lilabari, Shillong, Silchar and Tezpur in the North-East Region. Pawan Hans Helicopter Ltd. has provided helicopters on long term wet lease to Government of Meghalaya, Sikkim, Arunachal Pradesh and Tripura, which are operating to remote parts in these states.

Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taking into account the need for air transport services of different regions of the country including North-East region. It is, however, up to the airlines to provide air services to specific places depending upon the traffic demand and commercial viability. As such, the airlines are free to operate anywhere in the country subject to compliance of route dispersal guidelines issued by Government.

(c) and (d) Yes Sir. The following major works at airports in the North-East States are under various stages of construction:

- (i) Expansion and strengthening of apron and construction of two new link taxiway at Agartala in Tripura.
- (ii) Construction of new terminal building complex for 500 passengers, car park etc. at Dibrugarh in Assam.
- (iii) Expansion of existing apron and construction of new apron at Dibrugarh in Assam.
- (iv) Extension of runway by 360m, construction of new apron with link taxiway & trans installation of localizer at Guwahati in Assam.
- (v) Extension of runway, strengthening of existing runway, extension of apron, link taxiway, isolation bay etc. at Silchar in Assam.

There are also proposals for construction of Greenfield airport at Itanagar in Arunachal Pradesh, Cheithu (Kohima) in Nagaland and Pekiyoung in Sikkim.

(e) Total fund allocation of the Civil Aviation Sector for the NER is as follows:

| | (Rs. Crores) |
|---------|--------------|
| 2003-04 | 52.25 |
| 2004-05 | 40.21 |
| 2005-06 | 30.44 |
| 2006-07 | 58.89 |

[*Translation*]

Corruption in Tatkal Scheme

1422. SHRI KASHIRAM RANA:
SHRIMATI SANGEETA KUMARI SINGH DEO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is rampant corruption in Tatkal Scheme of the Railways;

(b) if so, the details of incidents reported in this regard during 2006-07 and the action taken thereon;

(c) whether connivance of railway official in such practice have been found;

(d) if so, the details thereof and the action taken against them; and

(e) the remedial measures taken by the Railways to curb such activities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No Sir. Only one case of special cancellation of Tatkal ticket done after three days has been detected at PRS counter of Diamond Harbour station of Sealdah Division.

(c) No.

(d) Does not arise.

(e) There is no adverse reflection of the merit of Tatkal Scheme. Hence no remedial measure is called for.

National Pension Policy for Old, Disabled and Destitutes

1423. SHRI RAMDAS ATHAWALE: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Union Government proposes to formulate a National Pension Policy for the old, disabled and the destitutes;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) No Sir.

(b) and (c) Do not arise.

[*English*]

Modernisation of Army

1424. SHRI E. PONNUSWAMY: Will the Minister of DEFENCE be pleased to state:

(a) whether many projects for modernization of the Army have still not been implemented as reported in the '*Times of India*' dated December 23, 2006;

(b) if so, the reasons therefor;

(c) whether the Armed Forces of the neighbouring countries are better equipped than Indian Army, and

(d) if so, the steps being taken by the Government for speedy implementation of the modernization projects?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (d) Modernisation of the Indian Army, including its Para Special Forces, is focused on the development of 'Force Capabilities' based on our present and emerging responsibility in the domestic and regional/global context. Modernisation of the Army is an ongoing process which is periodically reviewed to keep it in tune with our operational imperatives and regional environment. The progress of modernization in the 10th Plan period is on the whole satisfactory, although a comprehensive picture will be available on a review of the 10th Plan on its conclusion.

The Armed Forces of all countries endeavor to keep their combat power well honed through. Modernisation. Similarly, our neighbours in keeping with their national aspirations, have been modernizing their Armed Forces. Our focus in this regard has been to modernize, to cater for threats, as well as to fulfill our responsibilities in the region. Therefore, the thrust of our modernization has been to ensure that our Army develops matching capabilities if not better than our adversaries.

Acquisition of weapons and equipment for Modernisation of Army is being undertaken as per the laid down procedure, the current one in vogue is Defence Procurement Procedure 2006.

[Translation]

Subsidy on Diesel

1425. SHRI TUKARAM GANPAT RAO RENGE PATIL:
SHRI GIRIDHARI YADAV:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government is contemplating to provide subsidy on diesel meant for the farmers;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) No, Sir. Diesel is already being sold across the country at a price which is lower as compared to international prices. This has resulted in under recoveries of PSU Oil Marketing Companies (OMCs). The Government has changed the pricing methodology of diesel from Import Parity Pricing to Trade Parity Pricing and has also reduced the customs duty on diesel from 10% to 7.5% in order to reduce the under-recoveries of the PSU OMCs. On the basis of decline in international prices, the price of diesel was reduced on 30.11.2006. It was again reduced on 16.2.2007. The reduction was Re.1/- per litre for diesel on each occasion (Delhi Price). In view of this, the idea of subsidized supply of diesel to farmers is not economically viable at this stage.

Survey of Monuments

1426. SHRIMATI BHAVANA PUNDALIKRAO GAWALI:
SHRI SANJAY DHOTRE:

Will the Minister of CULTURE be pleased to state:

(a) whether there is any scheme to conduct survey of monuments in Maharashtra under National Manuscripts Mission;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) No Sir.

(b) Question does not arise.

(c) Survey of monuments is not the mandate of the National Manuscripts Mission.

Handing over of Railway Land to RLDA

1427. SHRI MANORANJAN BHAKTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to hand over surplus lands at 25 locations around the country to the Rail Land Development Authority (RLDA) in a bid to devise strategies to commercially exploit vacant land and air space available near the existing railway infrastructure;

(b) if so, the details thereof;

(c) whether the Railways propose to allot the land through RLDA to IRWO for constructions of dwelling units for Railway employees working on different Railway Zones/ Divisions; and

(d) if so, the progress made so far in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) and (b) So far 13 sites have been entrusted to the Authority. The details of these sites are as under: (1) Gwalior (2) Nirala Nagar (Kanpur) (3) Belgharia (4) Bidhan Nagar (5) Haliashahar (6) Balighat (7) Kanchrapara (8) Gautam Budha Institute, Gaya (9) Railway Institute Vidhan Sabha Marg, Lucknow (10) Delhi Sarai Rohila (11) Bangalore City (12) Visakhapatnam except Chavulamadam (2 sites).

(c) No, Sir.

(d) Does not arise.

[*English*]

ONGC Projects

1428. SHRI ANANTA NAYAK:
SHRI DUSHYANT SINGH:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of the projects being executed by Oil and Natural Gas Corporation (ONGC) in and outside the country;

(b) whether ONGC has set up joint venture with some global companies;

(c) if so, the names of such global companies with which ONGC has made collaboration; and

(d) the term and conditions on which the joint collaborations have been established?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Oil and Natural Gas Corporation Ltd. (ONGC)

is a navratana company and its Board of Directors is empowered to take investment decisions of setting up of specific value chain integration projects within the core area of competence of the company. ONGC periodically identifies, as per their strategic business plan, such projects which are considered to achieve growth with stability through enhanced synergies amongst its operational units. ONGC is executing greenfield and brown field projects in the country in the field of exploration and development including Improved Oil Recovery (IOR)/ Enhanced Oil Recovery (EOR) projects, and also in the fields of Refineries and Petrochemicals, Power plants and Liquefied Natural Gas (LNG) Plants. ONGC Videsh Limited (OVL) a wholly owned subsidiary of ONGC, is engaged in overseas exploration and production of oil and gas to supplement the efforts of the parent company ONGC and to augment the national energy security. The exploration, development and production projects of OVL are located in Vietnam, Iraq, Russia, Myanmar, Iran, Libya, Sudan, Syria, Sao Tome Principe JDA, Egypt, Qatar, Brazil, Cuba, Colombia and Nigeria.

(b) and (c) Yes Sir, ONGC has set up a Joint Venture collaboration with M/s. Mittal Investment Sarl (MIS), a Mittal Steel Group Company.

(d) The terms & conditions on which joint collaboration has been established are dependent on commercial interest of each of the Joint Venture (JV) partners including modalities for the parties to implement actions for synergizing their respective strengths in pursuance of their common objectives. The JV shall also take up non-exclusive business of trading and/or transportation worldwide of oil and gas. The manner of carrying out the Exclusive Business by the Joint Venture shall be decided by the Board of Directors or other analogous management body of the Joint Venture.

[*Translation*]

Non-compliance of Directions Issued to Private Airlines

1429. SHRIMATI SANGEETA KUMARI SINGH DEO:
DR. DHIRENDRA AGARWAL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether some private airlines are not complying with the Government directions set out while issuing licenses;

(b) whether these airlines have not complied even after warnings by the Government;

(c) if so, the details and the action taken/proposed to be taken against such airlines;

(d) whether any surprise check has been undertaken by the Government in this regard; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Scheduled operator's Permit are issued only when the applicant meets all the minimum requirements laid down in relevant Civil Aviation Requirement.

(c) to (e) Do not arise.

[English]

Discovery of Oil and Natural Gas by ONGC

1430. SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Oil and Natural Gas Corporation (ONGC) had discovered natural gas in the Cauvery-Godavari basin off the Andhra Pradesh coast and the Mahanadi basin off the Orissa coast recently;

(b) if so, the quantum of crude oil and natural gas discovered by the ONGC therein;

(c) whether the costs of indigenous production of natural gas and crude oil is much higher than that of imported natural gas and crude oil; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA

PATEL): (a) Oil and Natural Gas Corporation (ONGC) has made gas discoveries in KG basin & Mahanadi basin in the blocks KG-DWN-98/2 & MN-OSN-2000/2 respectively. No discovery has been reported in Cauvery offshore by ONGC.

(b) Quantum of crude oil and natural gas is ascertained only if the discoveries are found to be commercial.

(c) No, Sir.

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

Protected Monuments in Andhra Pradesh

1431. SHRI MADHU GOUD YASKHI:
SHRI M. RAJA MOHAN REDDY:

Will the Minister of CULTURE be pleased to state:

(a) the details of protected monuments in Andhra Pradesh at present;

(b) whether the Government proposes to renovate the 14th Century ancient architectural monuments called Khilla Ramalayam Temple at Dichpally in Nizamabad, Andhra Pradesh;

(c) if so, the details thereof; and

(d) the details of funds allocated by the Government for renovation of ancient monuments in the country, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN):

(a) There are 137 monuments/sites protected as of national importance in Andhra Pradesh.

(b) and (c) Khilla Ramalayam Temple is not protected as a monument of national importance and there is no proposal to renovate the temple.

(d) The details of funds allocated for conservation, preservation, maintenance and environmental development of centrally protected monuments/sites (State-wise) during the current year are given in the enclosed Statement.

Statement

The List showing the details of funds allocated for conservation, preservation, maintenance and environmental development of centrally protected monuments/sites (Circle and State-wise) during the year 2006-07

| S.No. | Name of Circle | Name of States covered by the Circle | Amount (Rupees in lakhs) |
|--------------|---------------------|---|--------------------------|
| 1. | Agra | Uttar Pradesh | 620.00 |
| 2. | Auragabad | Maharashtra | 375.00 |
| 3. | Bangalore | Karnataka | 743.75 |
| 4. | Bhopal | Madhya Pradesh | 633.00 |
| 5. | Bhubaneswar | Orissa | 295.00 |
| 6. | Chennai | Tamilnadu | 455.00 |
| 7. | Chandigarh | Haryana and Punjab | 410.00 |
| 8. | Delhi | Delhi | 775.00 |
| 9. | Dehradun | Uttarakhand | 179.0 |
| 10. | Dharwad | Karnataka | 605.00 |
| 11. | Goa | Goa | 80.00 |
| 12. | Guwahati | Assam, Arunachal Pradesh, Manipur, Tripura, Nagaland, Meghalaya | 120.00 |
| 13. | Hyderabad | Andhra Pradesh | 645.48 |
| 14. | Jaipur | Rajasthan | 295.00 |
| 15. | Kolkata | West Bengal and Sikkim | 300.00 |
| 16. | Lucknow | Uttar Pradesh | 560.00 |
| 17. | Mumbai | Maharashtra | 380.00 |
| 18. | Patna | Bihar and Uttar Pradesh | 155.00 |
| 19. | Ranchi | Jharkhand | 45.00 |
| 20. | Raipur | Chhattisgarh | 235.00 |
| 21. | Srinagar | Jammu and Kashmir | 277.39 |
| 22. | Shimla | Himachal Pradesh | 115.00 |
| 23. | Trissur | Kerala and Tamilnadu | 209.00 |
| 24. | Vadodara | Gujarat | 300.00 |
| 25. | Horticulture Branch | All States | 1015.00 |
| 26. | Science Branch | All States | 539.23 |
| Total | | | 10,361.85 |

[*Translation*]

Rail Overbridge at Gomo Junction

1432. SHRI TEK LAL MAHTO: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal to construct of Rail Overbridge at Gomo Junction in the Eastern Railways is lying pending with the Railways for a long time;

(b) if so, the details thereof alongwith the amount allocated for the said project so far;

(c) the reasons for delay in the above work; and

(d) the time by which the Railways propose to construct an Overbridge at Gomo Junction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. No firm proposal has yet been sponsored by the State Govt.

(b) to (d) State Govt. has been requested by Railway to sponsor proposal of Road over bridge in lieu of level crossing No. 9-B between Matari-Gomoh stations near Gomoh Junction on cost sharing basis. There has been no response so far. On receipt it will be considered.

[*English*]

Consumption of LPG

1433. SHRI M. RAJA MOHAN REDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether domestic and commercial consumption of LPG in the country during 2007-08 has been assessed;

(b) if so, the details thereof;

(c) whether production of LPG from indigenous sources will be adequate to meet the domestic demand;

(d) if so, the details thereof; and

(e) if not, the steps the Government proposed to meet the requirement?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA

PATEL): (a) and (b) Yes, Sir. The estimated requirement of LPG in the country during the year 2007-08 is 10853 Thousand Metric Tonne (TMT). Break-up of the estimated demand of Domestic and Non-domestic LPG is given below:

(Figures in TMT)

| | | |
|--------------|---|-------|
| Domestic | — | 10087 |
| Non-Domestic | — | 766 |

(c) to (e) India is self sufficient in production of all petroleum products except LPG. Regular imports are being done by the Public Sector Oil Marketing Companies (OMCs) to meet the deficit between demand and indigenous production of LPG. With the delicensing of the refining sector since June 1998, more petroleum infrastructure, including domestic refineries has been set up in the country. Further, capacity addition is being planned in the country both by the public and private sector companies by the end of XIth Plan. It is expected that the country's requirement of petroleum products will be met fully.

[*Translation*]

Gauge Conversion

1434. SHRIMATI NEETA PATERIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for conversion of meter-gauge line from Chhindwara to Siwan and Siwan to Nainpur into broad gauge;

(b) if so, the expenditure likely to be incurred on the said plan; and

(c) the time by which the above proposal is likely to be approved?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) An updating survey for conversion of Nainpur-Chhindwara (*via* Seoni) (140 Kms) meter gauge line into broad gauge has been included in the Budget 2007-08. No timeframe for approval of the proposal is feasible to be given. The proposal would be further processed based on the results of the survey.

Agreement with Neighbouring Countries

1435. PROF. MAHADEORAO SHIWANKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the details of agreements signed by the Railways on connecting the neighbouring countries with rail services of the country;

(b) the total length in kilometers of railway line decided to be constructed by the Union Government to start rail services with such countries;

(c) whether the survey work of such rail routes has been started/is being started; and

(d) if so, the present status of the work in each case?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The details of the agreements signed by the Ministry of Railways (Government of India) with neighbouring countries viz. Governments of Pakistan, Bangladesh and Nepal for commissioning of train services are as under:

| Route | Distance Kms. | Operational | Remarks |
|--|---------------|----------------------------------|--|
| Pakistan | | | |
| Existing International Rail Route | | | |
| Altari (India)-Wagah (Pakistan) | 3.5 | Since Independence 15.08.1947 | <ul style="list-style-type: none"> • Link snapped — 07.09.1965 • Re-commissioned — 22.05.1976 • Link again snapped — 01.01.2002 • Re-established— 15.01.2004 • For both passenger and Goods Traffic |
| Munnabao (India)— Khokrapar (Pakistan) | 10.12 | Since independence 15.08.1947 | <ul style="list-style-type: none"> • Link snapped — 07.09.1965 • Re-established — 18.2.2006 • For Goods Traffic only |
| Bangladesh | | | |
| Gede (India) — Darsana (Bangladesh) | 3.5 | 1972 | <ul style="list-style-type: none"> • Still continuing • For Goods Traffic only |
| Singhabad (India)— Rohanpur (Bangladesh) | 12 | 1992 | <ul style="list-style-type: none"> • Still continuing • For Goods Traffic only |
| Petrapole (India) — Benapole (Bangladesh) | 2.85 | 21.01.2001 | <ul style="list-style-type: none"> • Still continuing • For Goods Traffic only |
| Radhikapur (India) — Biroi (Bangladesh) | 9 | Since Independence 15.08.1947 | <ul style="list-style-type: none"> • For Goods Traffic only • Closed for gauge conversion on Indian side on 01.04.2005 |
| Mahisasan (India)— Shahbazpur (Bangladesh) | 13 | Since Independence 15.08.1947 | <ul style="list-style-type: none"> • For Goods Traffic only • Not operational since December 1996 due to breaches |
| Nepal | | | |
| Raxaul (India)—Birgunj (Nepal) | 5.5 | 16.07.2004 | <ul style="list-style-type: none"> • Still continuing • For Goods Traffic only |

(b) to (d) No decision has been taken on construction of further rail links with the neighbouring countries. However, surveys have been taken up for providing rail

links to Nepal, Bhutan and Bangladesh. The position of surveys is as under:

| Name of the country to which connectivity is proposed | Proposed survey for New Line | Kms | Status |
|---|--|-----|--|
| Bhutan | Hasimara (India) to Phuentsholing | 18 | Survey likely to be completed by end of March 2007 |
| | Banarhat (India) to Samtse | 16 | Survey likely to be completed by end of April 2007 |
| | Rangia (India) to Samdrupjongkhar (Bhutan) | 60 | Survey likely to be completed by end of May 2007 |
| | Kokrajhar (India) to Gelephu (Bhutan) | 70 | Survey likely to be completed by end of April 2007 |
| | Pathsala (India) to Nanglam (Bhutan) | 40 | Survey likely to be completed by end of May 2007 |
| Nepal | Nepalganj Road (India) to Nepalganj (Nepal) | 12 | Survey completed |
| | Nautanwa (India) to Bhairawaha (Nepal) | 15 | Survey completed |
| | Jogbani (India) to Biratnagar (Nepal) | 17 | Survey completed |
| | New Jalpaiguri (India) to Kakrabitta (Nepal) | 46 | Survey likely to be completed by end of March 2007 |
| | Jaynagar (India) to Birbibas (Nepal) | 70 | Survey likely to be completed by end of March 2007 |
| Bangladesh | Agartala (India) to Akhaura (Bangladesh) | 12 | Survey in Indian territory completed |

Payment to Transporters for Supply of Crude Oil

1436. CH. MUNAWAR HASSAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the amount paid by ONGC, Ahmedabad/Gujarat to each of the transporters engaged in transportation of crude oil during the year 2005-06 and 2006-07 till date, month-wise;

(b) the amount still outstanding against ONGC, Ahmedabad;

(c) the reasons for not making timely payment of outstanding amount to the transporters by the ONGC, and

(d) the time by which outstanding amount is likely to be paid?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Two agencies M/s Sharda Transport and M/s Artee Roadways were engaged in transportation of crude oil by ONGC Ahmedabad/Gujarat during the year

2005-06 and 2006-07. Details of the payments made, company-wise, are given in the enclosed Statement I.

to M/s Artee Roadways as the party has gone for arbitration. Two FIRs each, for Pilferage of crude oil, have been registered against M/s Artee Roadways Pvt. Ltd. and M/S Sharda Transport Co. Ltd.

(b) The details of the outstanding amounts are given in the enclosed Statement II.

(c) Payment could not be made beyond July, 2006

(d) Payment will be made after conclusion of arbitration.

Statement I

Payments made to M/s Sharda Transport

| Month | Paid Amount (Rupees) | Payment Date |
|------------------------|----------------------|--------------|
| Apr-05 | 251,148.84 | 22/07/2005 |
| May-05 | 487,325.30 | 22/07/2005 |
| Jun-05 | 449,975.41 | 16/08/2005 |
| Jul-05 | 368,547.53 | 22/09/2005 |
| Aug-05 | 399,150.79 | 17/10/2005 |
| Sep-05 | 379,632.06 | 08/12/2005 |
| Oct-05 | 407,287.08 | 09/12/2005 |
| Nov-05 | 529,663.08 | 16/01/2006 |
| Dec-05 | 573,970.05 | 17/02/2006 |
| Jan-06 | 585,030.41 | 25/04/2006 |
| Feb-06 | 559,460.19 | 03/05/2006 |
| Mar-06 | 484,550.09 | 06/06/2006 |
| Apr-06 | 386,609.46 | 16/06/2006 |
| May-06 | 384,486.76 | 29/08/2006 |
| Jun-06 | 404,450.38 | 29/08/2006 |
| Jul-06 | 346,751.63 | 01/09/2006 |
| Arrears of diesel hike | 152,958.08 | 29/09/2006 |
| Aug-06 | 341,393.56 | 14/11/2006 |
| Sep-06 | 436,472.00 | 14/11/2006 |
| Oct-06 | 499,224.95 | 01/02/2007 |
| Total | 8,428,087.65 | |

Bills for the month of Nov-06 onward were submitted recently by the contractor on the following dates to ONGC:

| Month | Amount of Bill (Rupees) | Bill received on |
|--------|-------------------------|------------------|
| Nov-06 | 5.35 Lakhs | 2-02-07 |
| Dec-06 | 10.79 Lakhs | 13-02-07 |
| Jan-07 | 14.32 Lakhs | 27-02-07 |

Payments made to M/s Artee Roadways

| Month | Paid Amount (Rupees) | Payment Date |
|-------------------------|----------------------|--------------|
| Apr-05 | 763,673.91 | 08/08/2005 |
| May-05 | 1,331,495.08 | 24/08/2005 |
| Jun-05 | 1,076,806.08 | 21/09/2005 |
| Jul-05 | 992,876.00 | 29/09/2005 |
| Aug-05 | 1,041,700.23 | 12/12/2005 |
| Sep-05 | 983,828.43 | 2002/2006 |
| Oct-05 | 956,538.00 | 26/04/2006 |
| Nov-05 | 490,068.00 | 17/05/2006 |
| Dec-05 | 785,053.00 | 30/05/2006 |
| Jan-06 | 810,941.00 | 19/07/2006 |
| Feb-06 | 869,658.00 | 19/07/2006 |
| Mar-06 | 1,137,522.00 | 30/08/2006 |
| Apr-06 | 1,081,295.40 | 30/08/2006 |
| May-06 | 1,034,898.00 | 28/09/2006 |
| Jun-06 | 1,007,881.65 | 28/09/2006 |
| Jul-06 | 865,800.00 | 05/10/2006 |
| Arrears for diesel Hike | 208,913.45 | 23/02/2007 |
| Total | 15,438,948.23 | |

Statement II

Outstanding amount to be paid to M/s Artee Roadways

| Month | Paid Amount (Rupees) |
|--------------|----------------------|
| Aug-06 | 830,888.88 |
| Sep-06 | 996,340.37 |
| Oct-06 | 1,044,433.39 |
| Total | 2,871,662.64 |

[English]

Employment Assistance and Professional Guidance to Handicapped Unemployed Youths

1437. SHRI G. M. SIDDESWARA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government of Karnataka has sent any proposals for Central assistance to provide employment assistance and professional guidance to the unemployed youths belonging to the physically challenged category; and

(b) if so, the reaction of the Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) and (b) Government of Karnataka's proposals for the capacity building activities like training and employment, formation of Self Help Groups for rural disabled persons and providing aids and appliances to the persons with disabilities were considered and included in the recommendations of the Working Group on Empowering the Disabled for the Eleventh Five Year Plan (2007-2012).

Oil Buffer Stock for Asian Countries

1438. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether India has joined oil buyers club;

(b) if so, whether the Government proposes to set up Oil buffer stock for Asian countries;

(c) if so, the details of the proposal submitted by India in the conference of Energy Ministers recently held in China;

(d) the reaction of Asian countries on the said proposal; and

(e) the action taken by the Government to expedite the finalization of their proposal?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (e) During the five countries Energy Roundtable held on 16th December 2006 at Beijing, China, the Minister (P&NG) in his keynote address had called for cooperation at three levels amongst consumer countries to identify issues and suggest remedial measures. He had also stated that developing Asian countries should seriously consider building strategic storage of oil and that it is for the consuming nations like China, India, Japan and Korea to ponder whether individual and collective efforts are necessary to have dialogue with exporters to address the issue of pricing. In the joint statement of 5 union Energy Ministers released at the conclusion of the Roundtable, a call was made on all countries of the international community to enhance global energy security through the following measures:

- i. Open, transparent, efficient and competitive energy markets to encourage investment in the whole energy supply chain, especially in oil and gas exploration and production, including transparent and effective legal and regulatory frameworks.
- ii. Diversification of energy supply and demand and energy sources.
- iii. Promotion of energy conservation and energy efficiency measures as well as development and deployment of environmentally sustainable energy technologies.
- iv. Cooperative energy emergency response through strategic oil stocks.
- v. Safeguarding critical energy infrastructure and sea route security for transportation of oil and gas.
- vi. Improved quality and timeliness of energy data made available to the market.

Well-being Tourism

1439. SHRI K.S. RAO: Will the Minister of TOURISM be pleased to state:

(a) whether the Government proposes to formulate new initiatives to set up courses of education and training to promote well-being tourism for domestic and foreign tourists by integrating spiritual healing in healthcare practices for inner and outer health of individuals;

(b) if so, the details thereof; and

(c) the steps taken to promote holistic treatment of patients combining spirituality with medicine as part of well being tourism?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (c) Ministry of Tourism has taken the following measures to promote India as a holistic healthcare destination:

- (i) Yoga/Ayurveda/Wellness has been promoted over the last two years in the print, electronic, internet and outdoor medium under the Ministry of Tourism's "Incredible India Campaign". Training facilities under these heads are available at many Spiritual and Yoga Centres of this country.
- (ii) Brochures & CDs on Body, Mind and Soul covering the traditional system of medicine have been produced and circulated extensively by the Ministry of Tourism.
- (iii) Guidelines for accreditation of Ayurvedic and Panchkarma Centres have been circulated to all State Governments for implementation. These have been placed on the Ministry of Tourism's website www.incredibleindia.org for wider publicity.
- (iv) Brochure, CDs and other publicity materials to promote Medical and health tourism have been produced by the Ministry of Tourism and have been widely circulated for publicity in target markets.
- (v) Indian Healthcare Federation, a Non-Governmental Organisation affiliated to the Confederation of Indian Industry, on advice by Government, has prepared a guide on select Indian hospitals of the country for health tourism

purposes. It has been placed on Ministry's website www.incredibleindia.org for wider publicity.

(Rs. in crore)

- (vi) Medical and health tourism has been specifically promoted at various international platforms such as World Travel Mart, London, ITB, Berlin.
- (vii) A new category of 'Medical Visa' has been introduced, which can be given for specific purpose to foreign tourist coming to India for medical treatment.

| Year | Oil | Gas | Total |
|---------|-------|-------|--------|
| 2003-04 | 41.81 | 35.48 | 77.29 |
| 2004-05 | 46.59 | 30.66 | 77.25 |
| 2005-06 | 68.89 | 41.56 | 110.45 |

(e) Not applicable, in view of reply to (d) above.

[Translation]

Gas Reserves in KG Basin

1440. SHRI BALASHOWRY VALLABHANENI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether the gas reserves in Krishna Godavari (KG) basin are to the tune of 200 trillion square feet;
- (b) if so, the amount of gas being extracted every day;
- (c) whether any royalty is being given to the Andhra Pradesh Government;
- (d) if so, the details thereof; and
- (e) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Initial inplace gas reserve established in the Krishna-Godavari basin is about 20.38 trillion cubic feet.

(b) The average gas production from Krishna Godavari basin is about 6.15 Million cubic metre per day.

(c) As per the Petroleum & Natural Gas Rules, 1959, as amended from time to time, royalty on natural gas produced from offshore area accrues to the Central Government, whereas royalty from onland area accrues to the respective State Government. Royalty on gas produced from KG onland area accrues to Andhra Pradesh Government.

(d) The amount of royalty on Crude Oil & Natural Gas accrued/paid to Andhra Pradesh Govt. for onland areas during each of the last three years is as under:

Archaeological Museum at Solapur

1441. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of CULTURE be pleased to state:

- (a) whether the Government proposes to set up Archaeological Museum in Solapur Maharashtra;
- (b) whether the Government has received any requests from the public representatives in this regard;
- (c) if so, the details thereof;
- (d) the action taken by the Government in this regard; and
- (e) the time by which the Archaeological Museum is likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) No, Sir. The Archaeological Survey of India has no proposal to set up Archaeological Museum at Solapur, Maharashtra.

(b) and (c) Yes, Sir. Requests have been received from

- (i) Shri Darmanna M. Sadul, Member of Parliament (Lok Sabha) dated 7.7.1992.
- (ii) Shri Sushil Kumar Shinde, Member of Parliament (Lok Sabha) dated 7.10.1998.
- (iii) Shri Subhas S. Deshmukh, M.L.C., Maharashtra dated 13.1.1999. & 24.9.1999 and
- (iv) Shri Anandrao Devakate, Minister for Development of Dairy & Fisheries, Government of Maharashtra dated 21.2.2000.

(d) and (e) It has been decided that the Archaeological Survey of India would hand over to the State Government the collection of sculptures and antiquities available with them for the establishment of a museum at Solapur provided the State Government has a suitable building and is also prepared to maintain the same. This decision has been communicated to the District Collector. The time frame therefore comes in the purview of the State Government.

[English]

Issuance of Permanent Passes

1442. SHRI ANANTH KUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Bureau of Civil Aviation Security is the nodal authority for issuance of permanent passes for entry into the privately managed airports?

(b) if so, the guidelines for issuance of such passes; and

(c) the details of the passes issued to various category of non-employees of these Private airports from the date of privatisation?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) Airport Entry Passes (AEPs) are issued for legitimate functions only. As per existing guidelines, applications for issue of passes, received from stake holders, are vetted by PIC (Photo Identity Card) Committees comprising Regional Dy. Commissioner, Bureau of Civil Aviation Security (BCAS), Airport Director and Sr. Commandant, CISF at the four Regional offices of BCAS at Delhi, Mumbai, Kolkata and Chennai. At other airports applications are vetted by the PIC Committee consisting of the 'Airport Director and the Senior Commandant, CISF Unit. Thereafter these applications are sent to the regional office of BCAS for issue of AEPs. All those issued permanent AEPs are also security vetted by the Special Branch of the State Police/ Intelligence Bureau (IB).

(c) The details of passes issued to various stake holder involved in the functioning of the airport such' as Customs, Immigration, Airport Security Units, Airlines staff, Ground Handling Agencies, Post Office, CNS

(communication, navigation & surveillance), ATS (Air Traffic Services), IB, DGCA (Directorate General of Civil Aviation), BCAS, Local Police, Catering Services, concessionaires etc. after privatization of airports are as under:

| Airport | Passes |
|---------|--------|
| Mumbai | 15376 |
| Cochin | 2900 |
| Delhi | 16424 |
| Total | 34700 |

Modernisation of Kolkata and Chennai Airports

1443. SHRI KINJARAPU YERRANNAIDU:
SHRI SAMIK LAHIRI:
SHRI MOHAN RAWALE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government proposes to modernise the Kolkata and Chennai airports;

(b) if so, the details thereof;

(c) the funds allocated and the progress made so far by the Government in this regard; and

(d) the time by which the said airports are likely to be modernised?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Yes, Sir.

(b) to (d) Kolkata airport will be developed by the Airports Authority of India. A master plan is under preparation. As far as Chennai is concerned discussions are being held with all stake-holders to forge consensus on modalities to be adopted. No final decision has been taken as yet.

Tenth Defence Plan

1444. SHRI ABDULLAKUTTY: Will the Minister of DEFENCE be pleased to state:

(a) whether the objectives of Tenth Defence Plan (2002-2007) has been achieved;

(b) if so, the details thereof; and

(c) the details of the Eleventh Defence Plan (2007-2012)?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) The main theme of the Tenth Defence Plan was to maintain a sustained thrust towards continuous upgradation and modernization of existing assets besides inducting suitable replacements for the equipment to be phased out on life expiry. Within this overarching theme, by and large, the objectives of the Tenth Plan were achieved.

(c) The Eleventh Defence Plan flows out of the Long Term integrated Perspective Plan 2002-2017 and accommodates major concerns of the three Services, as it endeavors to upgrade and modernize Defence forces along with addressing essential equipment voids. The plan establishes a capability between the practical financial outlay and the concerns of the Service HQrs. The Eleventh Defence Plan has been forwarded to Ministry of Finance in July 2006 for approval.

Trained Defence Personnel

1445. SHRI K.J.S.P. REDDY: Will the Minister of DEFENCE be pleased to state:

(a) whether the Government is taking any steps to meet the rising demands for trained defence personnel;

(b) if so, the steps taken during the last three years, till date;

(c) whether the Government has any plan to upgrade the Air Force Stations in Andhra Pradesh to suit the present conditions;

(d) if so, the areas identified so far; and

(e) if not, the reasons therefor?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) and (b) A Technical Entry Scheme for 10+2 has been introduced in the Army and Navy. The prescribed educational qualifications for entry into various categories of services in the Defence Forces have been enhanced. The in-service training has been suitably upgraded after review of the training syllabi. Training in modern sophisticated equipments and weapons technology is being imparted. Due emphasis is being given to simulators

and computer based training packages. The Armed Forces are being trained for all types of conflicts, including counter-insurgency and disasters.

(c) to (e) Upgradation of infrastructure and navigational aids in Defence airfields is a continuous process.

Taj Mahal

1446. SHRI M. APPADURAI: Will the Minister of TOURISM be pleased to state:

(a) whether ninety per cent of the tourists visiting India visit Taj Mahal positively;

(b) if so, the projection of tourists visiting Taj Mahal for the next three years; and

(c) the facilities likely to be extended to these tourists?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) During 2005 the estimated number of foreign tourist arrivals to India was 39.19 lakh and the number of foreign visitors to Taj Mahal was 5.94 lakh, which is approximately 15% of the total foreign tourist arrivals.

(b) Assuming that the number of foreign tourist arrivals to the country grows by 13% annually, which was the growth in 2006 over 2005, and that 15% of the total foreign tourists arriving in the country visit Taj Mahal, the number of foreign visitors to Taj Mahal during 2006, 2007 and 2008 would be around 6.71 lakh, 7.58 lakh and 8.57 lakh respectively.

(c) The steps taken by the Ministry of Tourism to provide facilities to tourists, including those visiting Taj Mahal, include the following:

- Development of tourist spots under its various schemes of infrastructure development for tourist circuits and destinations including:

— Construction of Wayside Public Conveniences;

— Putting up of signage and display boards showing Tourist Area Maps and documentation on places of interest at various locations;

— Setting up of Tourist Arrival Centres, Reception Centres, Interpretation Centres;

- Requesting the State Governments to set up Tourist Police and deploy them at important/popular tourist destinations;
- Launching of a social awareness campaign "Atithi Devo Bhavah" to sensitize the stakeholders in tourism, and the public in general, to provide the inbound tourists with a sense of being welcomed by and to the country;
- Granting recognition/ approval to Guides/ Travel Agents and Transport Operators in order to standardize the service and to avoid unscrupulous activities, fleecing, overcharging etc.

[*Translation*]

Catering Service in AC Trains

1447. SHRI DEVIDAS PINGLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to provide catering services in AC trains as is being provided in air flights; and

(b) if so, the details thereof alongwith progress made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Catering services on trains are provided through pantry cars and from static 'catering units, en-route. In case of Rajdhani/Shatabdi Express trains, catering charges are included in the fare of these trains.

Advancement of MIG-29 Engine

1448. SHRI BRAJESH PATHAK:
SHRI DEVIDAS PINGLE:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Government has started work on advancement of MIG-29 engine as reported in the *Dainik Jagaran* dated February 15, 2007;

(b) if so, the details of the agreement made with Russia in this regard;

(c) the amount sanctioned for developing advance version of MIG-29 engine alongwith the number of engines proposed to be developed;

(d) whether advancement of those engines is likely to reduce the incidents of air crashes of MIG-29; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAO INDERJIT SINGH): (a) to (e) There is no proposal for advancement of engine of MiG-29 aircraft which are powered with RD-33 Series-I and Series-II engines. These engines are no longer in production. To meet the future requirement of replacement engines for the MiG-29 fleet, an Inter Governmental Agreement (IGA) has been signed between the Government of India and the Government of Russian Federation for license manufacture of RD-33 Series-III engines at Hindustan Aeronautics Limited (HAL). RD-33 Series-III engine is the latest version of RD-33 engine and has higher Total Technical Life (TTL) and Time Between Overhauls (TBO). HAL has signed a general contract with the Russian side for Transfer of Technology (ToT) for license manufacture of these engines at HAL.

[*English*]

Protected Ancient Temples and Mosques

1449. SHRI VIJOY KRISHNA: Will the Minister of CULTURE be pleased to state:

(a) the total number of protected ancient temples and mosques in the country, State-wise;

(b) whether such worshipping places are not maintained properly;

(c) the financial assistance released or proposed to be released to the concerned States for proper maintenance of such worshipping places during the last two years and the current year so far; and

(d) the other remedial measures proposed to be taken for protection of such places?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) There are 985 ancient temples and 205 mosques declared as of national importance. A detailed list is enclosed as Statement I.

(b) These ancient temples and mosques are in fairly good state of preservation.

(c) The details of expenditure incurred for maintenance of centrally protected monuments/sites during the last two years as well as the allocation for 2006-07 are given in the enclosed Statement II and III respectively.

(d) Regular conservation measures are being taken for their proper upkeep. In addition, Archaeological Survey of India undertakes development of their environs and visitor facilities, depending upon the availability of resources.

Statement I

List of Centrally Protected temples and Mosques under the Jurisdiction of Archaeological Survey of India

| Name of State/U.T. | Temple | Mosque |
|--------------------|--------|--------|
| 1 | 2 | 3 |
| Andhra Pradesh | 56 | 12 |
| Assam | 20 | 01 |
| Bihar | 04 | 02 |
| Chhattisgarh | 30 | — |
| Goa | 02 | 01 |
| Gujarat | 39 | 44 |
| Haryana | 01 | 04 |
| Daman and Diu | — | 01 |
| Delhi | — | 19 |
| Himachal Pradesh | 26 | — |
| Jammu and Kashmir | 27 | 03 |
| Jharkhand | 01 | 01 |
| Karnataka | 203 | 32 |
| Kerala | 10 | — |
| Maharashtra | 97 | 07 |
| Madhya Pradesh | 80 | 14 |
| Pondicherry | 06 | — |
| Tamil Nadu | 113 | 03 |
| Orissa | 45 | — |

| 1 | 2 | 3 |
|---------------|------------|------------|
| Manipur | 01 | — |
| Rajasthan | 40 | 04 |
| Tripura | 06 | — |
| Uttar Pradesh | 105 | 41 |
| Uttarakhand | 28 | — |
| West Bengal | 45 | 16 |
| Total | 985 | 205 |

Statement II

State-wise Expenditure Incurred during the last Two Years for the Conservation, Preservation and Environmental Development of the Centrally Protected Monuments

(Rs. in lakhs)

| Sl.No. | Name of State/ Union Territory | 2004-05 | 2005-06 |
|--------|-----------------------------------|---------|---------|
| 1 | 2 | 3 | 4 |
| 1. | Andhra Pradesh | 341.00 | 461.41 |
| 2. | Assam | 60.30 | 59.86 |
| 3. | Arunachal Pradesh | 6.35 | 3.99 |
| 4. | Bihar | 213.75 | 247.50 |
| 5. | Chhattisgarh | 278.00 | 252.95 |
| 6. | Delhi | 761.37 | 754.26 |
| 7. | Daman and Diu | 22.46 | 42.73 |
| 8. | Goa | 105.02 | 100.00 |
| 9. | Gujarat | 150.75 | 171.63 |
| 10. | Haryana | 178.40 | 168.17 |
| 11. | Himachal Pradesh | 65.59 | 108.00 |
| 12. | Jammu and Kashmir | 239.97 | 274.83 |
| 13. | Jharkhand | 70.72 | 73.55 |
| 14. | Kerala | 76.49 | 85.02 |

| 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
|-----|----------------|--------|---------|-----|---------------------|----------------|----------------|
| 15. | Karnataka | 907.41 | 1434.92 | 25. | Sikkim | 24.93 | 10.50 |
| 16. | Maharashtra | 448.04 | 516.25 | 26. | Tamil Nadu | 580.29 | 636.58 |
| 17. | Madhya Pradesh | 378.44 | 520.00 | 27. | Tripura | 32.22 | 32.77 |
| 18. | Manipur | 00 | 00 | 28. | Uttaranchal | 157.00 | 160.08 |
| 19. | Meghalaya | 2.90 | 5.11 | 29. | Uttar Pradesh | 1398.41 | 1303.51 |
| 20. | Nagaland | 7.94 | 6.29 | 30. | West Bengal | 532.44 | 383.81 |
| 21. | Orissa | 388.08 | 296.35 | 31. | Horticulture Branch | 1070.98 | 1198.98 |
| 22. | Punjab | 54.30 | 87.81 | 32. | Science Branch | 433.42 | 499.23 |
| 23. | Pondicherry | 20.85 | 13.41 | | | | |
| 24. | Rajasthan | 279.97 | 285.00 | | Total | 9287.79 | 10194.5 |

Statement III

The List showing the details of funds allocated for conservation, preservation, maintenance and environmental development of centrally protected monuments/ sites (Circle and State-wise) during the year 2006-07

| S.No. | Name of Circle | Name of States covered by the Circle | Amount (Rupees in lakhs) |
|-------|----------------|---|--------------------------|
| 1 | 2 | 3 | 4 |
| 1. | Agra | Uttar Pradesh | 620.00 |
| 2. | Aurangabad | Maharashtra | 375.00 |
| 3. | Bangalore | Karnataka | 743.75 |
| 4. | Bhopal | Madhya Pradesh | 633.00 |
| 5. | Bhubaneshwar | Orissa | 295.00 |
| 6. | Chennai | Tamilnadu | 455.00 |
| 7. | Chandigarh | Haryana and Punjab | 410.00 |
| 8. | Delhi | Delhi | 775.00 |
| 9. | Dehradun | Uttarakhand | 179.0 |
| 10. | Dharwad | Karnataka | 605.00 |
| 11. | Goa | Goa | 80.00 |
| 12. | Guwahati | Assam, Arunachal Pradesh, Manipur, Tripura, Nagaland, Meghalaya | 120.00 |

| 1 | 2 | 3 | 4 |
|-------|---------------------|-------------------------|-----------|
| 13. | Hyderabad | Andhra Pradesh | 645.48 |
| 14. | Jaipur | Rajasthan | 295.00 |
| 15. | Kolkata | West Bengal and Sikkim | 300.00 |
| 16. | Lucknow | Uttar Pradesh | 560.00 |
| 17. | Mumbai | Maharashtra | 380.00 |
| 18. | Patna | Bihar and Uttar Pradesh | 155.00 |
| 19. | Ranchi | Jharkhand | 45.00 |
| 20. | Raipur | Chhattisgarh | 235.00 |
| 21. | Srinagar | Jammu and Kashmir | 277.39 |
| 22. | Shimla | Himachal Pradesh | 115.00 |
| 23. | Trissur | Kerala and Tamilnadu | 209.00 |
| 24. | Vadodara | Gujarat | 300.00 |
| 25. | Horticulture Branch | All States | 1015.00 |
| 26. | Science Branch | All States | 539.23 |
| Total | | | 10,361.85 |

Catering Service in Railways

1450. SHRI B. MAHTAB:
SHRI JUAL ORAM:
SHRI G.M. SIDDESWARA:
SHRI RASHEED MASOOD:
SHRI S.K. KHARVENTHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are aware of the supply of and the serving of inferior quality of food stuff and water in trains especially in the Rajdhani /Shatabdi and Sampark Kranti trains;

(b) if so, the number of complaints received in this regard during 2006-07 and the action taken thereon, Zone-wise;

(c) whether there is a need to cancel the privatisation of catering service in long distance trains including Rajdhani/Shatabdi and Sampark Kranti trains as the

standard of catering service has been deteriorating in the trains;

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

(e) whether the Railways propose to install hidden cameras in pantry cars of trains to monitor its functioning;

(f) if so, the details thereof; and

(g) the other measures taken by the Railways to improve catering service in the trains particularly in Rajdhani/Shatabdi and Sampark Kranti trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. A few complaints have been received.

(b) Information is being collected from Indian Railway Catering and Tourism Corporation (IRCTC).

(c) and (d) There is no proposal to discontinue the policy of privatization of catering services on Indian Railways. Improvement in catering is an on-going process. Indian Railway Catering and Tourism Corporation (IRCTC) and zonal railways conduct inspections and surprise checks with a view to ensure that good quality food is supplied on trains and at stations through railway catering services. Appropriate action is taken on the complaints received.

(e) No, Sir.

(f) Does not arise.

(g) Various measures like modernisation of base Kitchens, conducting surprise checks/inspections in Rajdhan/Shatabdi Express and Sampark Kranti trains by Quality Control Inspectors of IRCTC, introduction of cyclic menu for lunch/dinner and breakfast duly considering regional popularity/specialties, supply of branded ready-to-eat food items, intensive training of catering staff, serving of food in high class china and stainless steel wares etc. have been taken.

Drilling at Bengal Offshore by ONGC

1451. SHRI BASU DEB ACHARIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Oil and Natural Gas Corporation has sought fresh extension for completion of drillings at Bengal offshore from the Government;

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

(c) the details of progress made by Oil and Natural Gas Corporation so far in drilling process at Bengal offshore; area-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Yes, Sir. Oil and Natural Gas Corporation (ONGC) has sought fresh extension for completion of drilling in Bengal Offshore from the Government.

(b) The matter is under consideration of the Government.

(c) ONGC has drilled five wells in pre-NELP regime and they are to drill four exploratory wells in the block

WB-OSN-2000/1, but so far they have drilled only one well.

[Translation]

Free Railway Military Warrants to Jawans

1452. SHRI MOHD. TAHIR:
SHRI KAILASH NATH SINGH YADAV:

Will the Minister of DEFENCE be pleased to state:

(a) whether the Union Government has made any announcement to provide two free railway military warrants a year to the jawans posted on borders as reported in the 'Dainik Jagaran', dated January 13, 2007;

(b) if so, the facts thereof;

(c) whether all the soldiers of the country are covered or proposed to be covered under this scheme;

(d) if so, the details thereof; and

(e) the details of other facilities which are likely to be provided to soldiers?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) to (e) A proposal for issue of one more warrant to all ranks serving in Field area/High Altitude area/Counter Insurgency or Counter Terrorist Operation areas only, in addition to the one already allowed to all ranks, has been submitted by the Army to the Government. The government is aware of the problems of the soldiers and all efforts are made to remedy the genuine grievances of the soldiers. The proposal of the Army is under the consideration of the government.

Purchase of New Aircraft

1453. SHRI HANSRAJ G AHIR: Will the Minister of DEFENCE be pleased to state:

(a) whether the Air Force has sent any proposal to the Union Government regarding purchase of new aircraft to meet its requirement;

(b) if so, the action taken by the Government thereon;

(c) the kinds of aircraft which are proposed to be purchased for the Air Force as well as the names of the countries from which these aircraft are likely to be purchased;

(d) whether any deal has been finalised in this regard; and

(e) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) Yes, Sir.

(b) Government constantly review the security environment and accordingly decide to induct appropriate equipment and to make other arrangements for adequate defence preparedness. The purchase of aircraft is made in accordance with the established Defence Procurement Procedure.

(c) No decision has been taken in this regard.

(d) No, Sir.

(e) Does not arise.

[English]

Direction to Railways' Caterers

1454. SHRI S. K. KHARVENTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have issued any direction to all its caterers and its refreshment units to serve only Railway's branded drinking water and other eatables;

(b) if so, the details thereof;

(c) whether any violation of these directions by caterers have come to the notice of the Railways and whether any surprise checks have been carried out by the Railways in this regard;

(d) if so, the action taken by the Railways against the defaulters;

(e) whether the cases of expiry dated food items sold in its catering units are also come to the notice of the Railways; and

(f) if so, the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) 'Rail Neer' produced and supplied by Indian Railway Catering and

Tourism Corporation (IRCTC), is the exclusive brand of packaged drinking water procured by the departmental units and non-departmental private catering licensees on the premises of Indian Railways including trains. Private licensees are free to procure supply from available BIS (Bureau of Indian Standards) approved brands of packaged drinking water as notified by BIS, where 'Rail Neer' is not available.

(c) to (f) IRCTC and zonal railways conduct regular inspections and surprise checks on quality of food and packaged drinking water with a view to ensure that good quality food and packaged drinking water are supplied on trains and at stations through railway catering services. Appropriate actions like, warning, fine, termination, counseling etc. are taken on the complaints found substantiated.

Report of National Commission for EBCs

1455. SHRI K.C. PALLANI SHAMY: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the National Commission for Economically Backward Classes has submitted its report to the Government;

(b) if so, salient features of the recommendations made by the Commission;

(c) the follow-up action taken by the Government thereon;

(d) if not, the reasons for non-submission of report so far; and

(e) the time by which its Report is likely to be submitted?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) No, Sir.

(b) Does not arise.

(c) to (e) The Government has extended the term of the Commission for a period of one year i.e. upto 31.1.2008.

Women Pilots In Public Airlines

1456. SHRI MILIND DEORA: Will the Minister of CIVIL AVIATION pleased to state:

(a) the number of women Pilots working in the Indian Airlines, Air India and Alliance Air;

(b) the details of the percentage in comparison to male Pilots;

(c) the percentage of women pilots in India compared to global average number of women Pilots;

(d) whether the Government is contemplating to introduce a scheme to lure women to get into Pilot profession;

(e) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Air India including Air India Charters Limited have 36 and Indian Airlines including Alliance Air have 80 women Pilots (inclusive of trainees). Thus representation of Women Pilots is approx. 5% in Air India and 10.14% in Indian Airlines as compared to the number of male pilots.

(d) Women Pilots are treated, absolutely at par with their male counterparts by the airlines. Recruitment is also made on fair, transparent and objective criteria, which are not gender dependant. As such, there is no need for any separate scheme to recruit women pilots.

(e) and (f) Do not arise.

Procurement of Bio-Diesel

1457. SHRI ABDUL RASHID SHAHEEN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Public Sector Oil Companies have not purchased or utilised bio-diesel till date;

(b) if so, the reasons therefor;

(c) whether the Public Sector Oil Companies are considering to provide direct incentives and financial assistance to the bio-diesel producers; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Yes, Sir. Public Sector Undertaking, Oil Marketing Companies have not been able to purchase bio-diesel at the identified purchase centres so far, as the parties who have expressed interest are not willing to supply at the declared price. Facilities are not yet ready with other parties who have expressed their interest.

(c) No, Sir.

(d) Does not arise.

[*Translation*]

Production of Petroleum Products

1458. SHRI BHUVANESHWAR PRASAD MEHTA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the erroneous policies adopted to increase the production of diesel/petrol and gas is leading to the wastage of funds and the production of petroleum products is not in proportion to the capital invested;

(b) if so, the details thereof;

(c) the total amount spent on the production of petroleum products viz., diesel, petrol, gas, separately during each of the last three years as on date;

(d) the details of the production of petroleum products during each of the last three years, company-wise;

(e) whether some officials have been found guilty for the wastage of capital and also for the failure to achieve the targeted production of petroleum products; and

(f) if so, the action taken by the Government against them?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) No, Sir.

(b) Does not arise.

(c) In Refinery, crude is converted into various finished products such as MS, HSD, LPG, Kerosene, etc. through

various processes and these products are in the nature of joint products. Due to this, computation of cost for each product is not separately ascertainable.

(d) The details of the production of petroleum products during each of the last three years i.e. 2003-04, 2004-05

and 2005-06, company-wise are given in the enclosed Statement.

(e) No, Sir.

(f) Does not arise.

Statement

2003-04 Production Qty. in TMT

| | HPC | BPC | KRL | NRL | IOC | CPCL | BRPL | MRPL | ONGC | OIL | GAIL | RIL | Total |
|--------------|--------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-----------|-------------|--------------|---------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| LPG | 486 | 367 | 423 | 46 | 1221 | 192 | 48 | 231 | 1169 | 51 | 1068 | 2349 | 7651 |
| Naphtha | 1541 | 1106 | 780 | 196 | 2489 | 1800 | 198 | 590 | 1624 | | | 3316 | 12641 |
| MS | 994 | 859 | 745 | 45 | 3667 | 399 | 196 | 1053 | | | | 3254 | 11211 |
| ATF | 571 | 336 | 116 | 58 | 1203 | 333 | 20 | 1157 | | | | 508 | 4302 |
| SKO | 1124 | 681 | 773 | 297 | 3345 | 610 | 228 | 502 | 212 | | | 2376 | 10148 |
| HSD | 4248 | 2746 | 2938 | 1259 | 14822 | 2118 | 909 | 3703 | 15 | | | 10370 | 43129 |
| LDO | 398 | 133 | 18 | | 358 | 25 | 245 | 15 | | | | 436 | 1628 |
| LOBS | 278 | | | | 155 | 233 | | | | | | | 666 |
| Fuel Oil | 1825 | 990 | 1046 | | 2376 | 683 | | 1732 | 2 | | | 449 | 9102 |
| LSHS | 559 | 455 | 269 | | 2894 | 233 | 48 | 134 | 16 | | | | 4808 |
| Bitumen | 626 | 277 | 150 | | 1740 | 393 | | 187 | | | | | 3379 |
| Others | 205 | 311 | 154 | 70 | 776 | 177 | 105 | 49 | 45 | | 275 | 7008 | 9176 |
| Total | 12854 | 8260 | 7418 | 1972 | 35046 | 6195 | 1997 | 9352 | 3083 | 51 | 1343 | 30066 | 117841 |

2004-05 Production

Qty. in TMT

| | | | | | | | | | | | | | |
|----------|------|------|------|------|-------|------|------|------|------|----|------|-------|-------|
| LPG | 468 | 359 | 423 | 47 | 1204 | 267 | 50 | 283 | 1095 | 49 | 1095 | 2477 | 7817 |
| Naphtha | 1518 | 1125 | 769 | 144 | 2548 | 762 | 163 | 1085 | 1607 | | | 6074 | 15796 |
| MS | 1025 | 913 | 732 | 86 | 3282 | 583 | 212 | 766 | | | | 3458 | 11058 |
| ATF | 530 | 328 | 139 | 68 | 1239 | 430 | 3 | 1007 | | | | 1452 | 5197 |
| SKO | 1053 | 686 | 575 | 267 | 3017 | 808 | 236 | 1214 | 177 | | | 1175 | 9207 |
| HSD | 4863 | 2828 | 3092 | 1171 | 14246 | 3069 | 1026 | 4237 | 27 | | | 11521 | 46081 |
| LDO | 311 | 164 | 47 | | 316 | 18 | 238 | 17 | | | | 275 | 1385 |
| LOBS | 214 | | | | 187 | 245 | | | | | | | 646 |
| Fuel Oil | 1862 | 1041 | 1109 | -2 | 2638 | 1233 | 44 | 2000 | | | | 656 | 10580 |

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---------|-------|------|------|------|-------|------|------|-------|------|----|------|-------|--------|
| LSHS | 455 | 518 | 167 | | 2635 | 159 | 18 | 59 | 25 | | | | 4235 |
| Bitumen | 562 | 307 | 169 | | 1766 | 375 | 0 | 167 | | | | | 3347 |
| Others | 217 | 329 | 165 | 93 | 870 | 184 | 175 | 230 | 23 | | 298 | 4816 | 7400 |
| Total | 13078 | 8598 | 7387 | 1873 | 34149 | 8136 | 2185 | 11063 | 2953 | 49 | 1393 | 31904 | 122749 |

2005-06 Production

Qty. inTMT

| | | | | | | | | | | | | | |
|----------|-------|------|------|------|-------|------|------|-------|------|----|------|-------|--------|
| LPG | 466 | 402 | 337 | 47 | 1354 | 407 | 50 | 275 | 1094 | 48 | 1042 | 2193 | 7717 |
| Naphtha | 1643 | 1158 | 799 | 144 | 2154 | 875 | 172 | 1343 | 1555 | | | 6172 | 16016 |
| MS | 984 | 1059 | 574 | 85 | 3553 | 754 | 200 | 632 | | | | 2666 | 10508 |
| ATF | 612 | 380 | 156 | 82 | 1553 | 555 | 29 | 1156 | | | | 1697 | 6219 |
| SKO | 1101 | 928 | 531 | 191 | 3286 | 830 | 285 | 596 | 178 | | | 1100 | 9026 |
| HSD | 4678 | 3111 | 2670 | 1305 | 15594 | 3523 | 915 | 4604 | 36 | | | 11294 | 47730 |
| LDO | 238 | 147 | 22 | | 187 | 47 | 257 | 7 | | | | 39 | 944 |
| LOBS | 280 | | | | 201 | 196 | | | | | | | 676 |
| Fuel Oil | 1816 | 1278 | 930 | | 2684 | 1419 | 55 | 1995 | | | | 137 | 10314 |
| LSHS | 387 | 563 | 143 | | 2502 | 153 | 45 | -14 | 25 | | | | 3804 |
| Bitumen | 558 | 299 | 140 | | 1874 | 433 | | 271 | | | | | 3575 |
| Others | 282 | 303 | 154 | 104 | 934 | 224 | 215 | 395 | | | 284 | 4658 | 7551 |
| Total | 13044 | 9627 | 6456 | 1958 | 35878 | 9417 | 2222 | 11261 | 2868 | 48 | 1326 | 29957 | 124080 |

*(English)***Energy Security**

1459. SHRI ASADUDDIN OWAISI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether main hurdle before the Government is energy security;

(b) if so, whether Government is exploring several options to expand energy security options with many countries particularly gulf countries and neighbouring countries;

(c) if so, the details of the talks held with gulf countries in this regard;

(d) whether a road map discussed and round table conference held so far in regard to fulfillment of energy needs of the country have been fruitful;

(e) if so, the negotiations at present going on with the countries to meet the energy requirement of the country; and

(f) the further steps taken or being taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINDSHA PATEL): (a) to (f) Yes, Sir. Government is exploring several energy security options with Gulf countries including long-term contracts for crude oil, mutual investments in the oil and gas sector, the possibility of Asian countries

establishing commercial strategic storage in India, the import of natural gas as Liquefied Natural Gas (LNG), or through transnational pipelines from gas rich regions such as West-Asia (including Iran), Myanmar and, possibly Turkmenistan and the acquisition of acreages abroad.

The issue was earlier discussed at the first Round Table of the Asian Ministers on regional cooperation in the oil and gas economy held in New Delhi on the 6th January, 2005 which was attended by Ministers/representatives from Iran, Japan, Malaysia, Oman, Qatar, Saudi Arabia, UAE, Kuwait, China, Korea, besides host India. The next round table is being hosted by Saudi Arabia in May 2007.

Further during the five countries Energy Roundtable held on 16th December 2006 at Beijing, Cina, the Minister (P&NG) in his keynote address had called for cooperation at three levels amongst consumer countries to identify issues and suggest remedial measures. He had also stated that developing Asian countries should seriously consider building strategic storage of oil. It is for the consuming nations like China, India, Japan and Korea to ponder whether individual and collective efforts are necessary to have dialogue with exporters to address the issue of pricing. In the joint statement of 5 union Energy Ministers released at the conclusion of the Roundtable, a call was made on all countries of the international community to enhance global energy security through the following measures:

- i. Open, transparent, efficient and competitive energy markets to encourage investment in the whole energy supply chain, especially in oil and gas exploration and production, including transparent and effective legal and regulatory frameworks.
- ii. Diversification of energy supply and demand and energy sources.
- iii. Promotion of energy conservation and energy efficiency measures as well as development and deployment of environmentally sustainable energy technologies.
- iv. Cooperative energy emergency response through strategic oil stocks.
- v. Safeguarding critical energy infrastructure and sea route security for transportation of oil and gas.

- vi. Improved quality and timeliness of energy data made available to the market.

Setting up of Food Research Institute

1460. SHRI P.C. THOMAS: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Union Government has received any request from the Government of Kerala seeking financial assistance for setting up a Food Research Institute in Pathanamthitta district;

(b) if so, the details thereof; and

(c) the financial assistance provided/sanctioned by the Union Government for this project?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI SUBODH KANT SAHAY): (a) to (c) The Ministry of Food Processing Industries had received a proposal from Government of Kerala on 4.11.2004 for setting up of Food Research Institute on 100 acres campus at Konni in the State of Kerala at an estimated cost of Rs. 95.33 crores. The Government of Kerala were informed that the schemes of this Ministry do not have provision for setting up such an institute. However, Ministry of Food Processing Industries has already approved a grant of Rs. 5.0 crore to Council for Food Research & Development, Government of Kerala at Konni, for setting up of Food Quality Monitoring Laboratories.

Flying Clubs/Institutes

1461. SHRI ABU AYES MONDAL:
SHRI VIJOY KRISHNA:
PROF. VIJAY KUMAR MALHOTRA:
SHRI CHANDRA MANI TRIPATHI:
SHRI E.G. SUGAVANAM:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of flying clubs/institutes in the country at present;

(b) whether the Government proposes to set up new flying clubs/ institutes;

(c) if so, the details thereof; and

(d) the time by which these are likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) At present there are 41 Flying Training Clubs/Institutes in the country.

(b) and (c) It has been proposed to establish a new flying training institute as Joint Venture enterprise under the aegis of Airports Authority of India at Gondia in Maharashtra.

(d) Formation of the Joint Venture Company and other work of the Training Institute will be completed depending upon the response received from the prospective Joint Venture Partner.

[*Translation*]

Literacy Rate of SCs

1462. Dr. CHINTA MOHAN:
SHRI RAMJI LAL SUMAN:
SHRIMATI NEETA PATERIYA:

Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether the Government is aware of the lower literacy rate among Scheduled Castes in the country;

(b) if so, the details thereof; and

(c) the measures taken by the Government to increase literacy rate among SCs and the details of schemes introduced and proposed to be introduced for their better education?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (c) The literacy data available from the Decennial Censuses indicate that the gap between Scheduled Castes and general population in literacy levels has reduced. During 1991-2001, the literacy among Scheduled Castes increased by 17.28 percentage points compared to 12.79 percentage points increase for the total population.

The Government has taken a number of steps to strengthen the educational base of the persons belonging to the Scheduled Castes. These include—

(i) Relaxed norms for opening of primary/middle schools; a primary school within 1 Km walking distance from habitations of population upto 200 instead of habitations of upto 300 population;

(ii) Abolition of tuition fee in all States in Government Schools at least upto the upper primary level.

(iii) Incentives like free textbooks, uniforms, stationery, school bags etc. for these students.

(iv) Funding support to NGOs for establishing primary schools exclusively for SC children.

[*English*]

Construction of Over/Under Railway Bridges

1463. SHRI N.N. KRISHNADAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are re-modifying its on-going methodology for construction of railway over-bridges and railway under-bridges in the country;

(b) if so, the details thereof;

(c) whether any unfinished railway over-bridges are still pending for their completion for long years; and

(d) if so, the details thereof, State-wise/zone-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) and (b) Railways adopt various methods of construction to suit site and traffic requirements. At few locations new technology methods of Box pushing for Road Under Bridges (RUBs) to avoid longer traffic block duration and to ensure safe passage of rail and road traffic during construction has been adopted. For Road Over Bridges (ROBs), Retaining Earth Wall construction has been adopted at a few locations for approach portion for speedier construction.

(c) and (d) Yes, Sir. There are a few works which are still unfinished for long year. State/zone-wise number is shown in the enclosed Statement.

Statement

The number of works of Road over/under bridges sanctioned on cost sharing basis before the Works Programme 2000-2001, but not constructed so far is given below, Rail-wise and State-wise.

| S.No | Railway | State | Number of works pending before 2000-01 |
|-------|-----------------------|----------------|--|
| 1. | Central Railway | Madhya Pradesh | 1 |
| | | Maharashtra | 2 |
| 2. | Eastern Railway | Bihar | 1 |
| | | West Bengal | 15 |
| 3. | Northern | Punjab | 1 |
| 4. | Southern | Kerala | 13 |
| | | Tamil Nadu | 24 |
| 5. | South Central Railway | Andhra Pradesh | 8 |
| 6. | South Eastern Railway | West Bengal | 1 |
| 7. | Western Railway | Gujarat | 1 |
| | | Madhya Pradesh | 1 |
| | | Maharashtra | 3 |
| 8. | East Coast Railway | Orissa | 3 |
| 9. | East Central Railway | Bihar | 5 |
| 10. | North Central | Uttar Pradesh | 5 |
| 11. | North Western | Rajasthan | 1 |
| 12. | South Western | Karnataka | 28 |
| Total | | | 113 |

[Translation]

Nails Pinned in Plane of IA

1464. SHRI BALESHWAR YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government is aware that in the beginning of the current year four nails were found pinned in an Indian Airlines (IA) plane when it was flying from Bahrain to Doha via Cochi;

(b) if so, whether IA has submitted any inquiry report of this incident;

(c) if so, the details thereof; and

(d) the action taken/proposed to be taken by the IA to check such types of incidents in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Airbus A-320 aircraft VT-EPJ while operating flight IC-998 of

03.01.2007 was delayed at Bahrain by 10 minutes due to engineering issues. While at Bahrain, during towing of aircraft from one bay to another, four nails got embedded in No. 2 nose wheel. Nose wheel and aircraft were thereafter made serviceable and released for operation. No enquiry was conducted.

[English]

Helicopter Services to Tourist Places

1465. SHRI G. KARUNAKARA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to introduce helicopter services to make smooth access to religious places and tourist sites located in the remote areas of the countries;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Pawan Hans Helicopter Ltd. (PHHL) operates passenger services from Augustmuni to Kedarnath & Badrinath Dham twice in a year (May-June & September to October). They have also provided helicopters on a wet lease basis to a private party since 2005 to carry pilgrims to Amarnath during yatra season. A five seater helicopter had also been provided to a private organisation in November, 2005 for carrying pilgrims to Maa Ambaji and Jain Temple, Junagarh, Gujarat.

PHHL also plans to further connect to important adjoining tourists/religious places in Uttaranchal such as Ghadharia, Hemkund Sahib etc. subject to necessary permissions. They have also submitted fresh proposals to Government of Nagaland for lease of helicopter on long term lease basis for connecting important places.

Deccan Aviation Ltd. is also operating regular helicopter service from Katra to Sanjichat (Vaishno Devi Shrine).

Some other non-scheduled operators also operate seasonally to other religious places such as Kedarnath, Amarnath shrines, etc.

[Translation]

Electronic Identity Cards for Rail Journey

1466. SHRI VIJAY KUMAR KHANDELWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are contemplating to issue electronic identity cards for rail journey; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir.

(b) Does not arise.

[English]

Study to Check Utilisation of Grants

1467. SHRI BADIGA RAMAKRISHNA: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether any study has been conducted by the Government to find out how effectively the NGOs who have taken grants from the Union and State Governments are helping the SCs/STs and OBCs in the State of Andhra Pradesh during the last three years;

(b) if so, the details thereof;

(c) the total amount of grants-in-aid given to voluntary organisations in the State of Andhra Pradesh under various programmes/schemes for SCs, STs and OBCs during each of the last three years; and

(d) the manner in which the Ministry is coordinating with the Ministry of Tribal Affairs in implementing the programmes through NGOs/Voluntary organisations, meant for SCs, STs and OBCs?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRIMATI SUBBULAKSHMI JAGADEESAN): (a) to (d) The matters relating to the Scheduled Tribes are dealt by the Ministry of Tribal Affairs. The mandate of the Ministry of Social Justice & Empowerment is to work towards economic, social and educational empowerment of Scheduled Castes & Other Backward Classes, Disabled Persons, Elderly People and victims of substance abuse. The amount

released to the voluntary organisations working for the welfare of SCs & OBCs for the last three years in the State of Andhra Pradesh is as under:

(Rupees in lakhs)

| 2003-04 | 2004-05 | 2005-06 |
|---------|---------|---------|
| 333.47 | 510.99 | 338.56 |

The Indian Social Institute, New Delhi and Department of Anthropology, Sri Venkateswara University, Andhra Pradesh had conducted the evaluation study in respect of the Non-Government Organisations working for the welfare of Scheduled Castes and Other Backward Classes, respectively.

[Translation]

Freight Trains between Munabao and Khokrapar

1468. SHRI RASHEED MASOOD: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are contemplating to increase trade with Pakistan through the rail route;

(b) if so, the details thereof;

(c) whether the Railways propose to start a freight trains between Munabao and Khokrapar; and

(d) if so, by when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes Sir.

(b) to (d) Delegations of Government of India and Pakistan met in New Delhi from October 31 to November 2, 2006 and following decisions were taken:

- Both sides agreed to make efforts to increase the level of interchange of freight traffic.
- The Indian delegation proposed for starting freight trains via Munabao-Khokrapar. Pakistan delegation informed that as and when the necessary facilities have been developed, the proposal for opening of Munabao-Khokrapar route for freight traffic could be discussed and decided.

Development of Tourist Centres

1469. SHRI JASWANT SINGH BISHNOI: Will the Minister of TOURISM be pleased to state:

(a) the total amount of funds sanctioned for the development of tourist centres in the country, particularly in Rajasthan during each of the last three years;

(b) whether the funds sanctioned by the Union Government for the said purposes have been fully utilized;

(c) if not, the reasons therefor;

(d) whether any special allocation of funds is proposed to be made for development of tourist spots in Rajasthan during 2007-08; and

(e) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) The amount sanctioned for various projects for development of tourist centres in the country and Rajasthan respectively during each of the last three years:

| Years | Amount Sanctioned (Rs.in lakh) | |
|---------------------|--------------------------------|-----------|
| | Country | Rajasthan |
| 2004-05 | 37663.83 | 2519.06 |
| 2005-06 | 61316.96 | 2099.69 |
| 2006-07 (Till date) | 55587.90 | 953.84 |

(b) and (c) Out of 706 projects sanctioned during last three years for the country, 119 projects have been completed. It may also be mentioned that implementation responsibility for the project lies with the State Government. Ministry of Tourism, Government of India monitors the progress of the sanctioned projects from time to time through its field offices and through review meetings held with state officials etc. The balance fund for a project is released only on receipt of completion/ utilization certificate in respect of the installment released earlier for it.

(d) and (e) Project proposals received from the State Governments/Union Territories that are complete in all respect are approved on the basis of inter-se priority and funds released subject to availability under respective head.

List of projects sanctioned to the state of Rajasthan during 10th Plan is enclosed as Statement.

Statement*Projects Sanctioned to the State of Rajasthan during Tenth Plan*

(Rs. in lakh)

| S.No | Name of Project/Scheme | Amount sanctioned |
|------------------|---|-------------------|
| 1 | 2 | 3 |
| 2002-2003 | | |
| 1. | SEL Show at Kumbhalgarh | 195.00 |
| 2. | SEL Show at Chittorgarh | 206.10 |
| 3. | General lighting at Kumbhalgarh | 33.60 |
| 4. | Signages | 25.00 |
| 5. | Public Utility Complexes at Ramgarh, Fatehpur, Nawalgarh, Dhundlod, Mukundgarh, Mandawa, Kuchhaman | 92.00 |
| 6. | Upgradation of transport terminal at Mandawa, Mukundgarh, Nawalgarh | 75.00 |
| 7. | Jaipur Heritage Week Celebration | 15.00 |
| 8. | Public Utility Complex at Amer Fort, Hawa Mahal and Albert Hall | 54.00 |
| 9. | Landscaping plantation fencing illumination at Fatehpur, Nawalgarh, Mandawa, Khimsar, Ramgarh, Dhundlod | 105.00 |
| 10. | Lok Rang Festival | 5.00 |
| 11. | Conservation of Nahargarh Fort | 100.00 |
| 12. | Conservation and Restoration of Buland Darwaza, Chisti Dargah and Chattries of Nagaur | 103.00 |
| 13. | Conservation Restoration and Development of Royal Cenotaph and Devikund Sagar, Bikaner | 90.00 |
| | Total | 1098.70 |
| 2003-2004 | | |
| 1. | Restoration work at Jaisalmer Fort | 82.30 |
| 2. | Purchase of Swiss Cottages, Deluxe Cottages & Luxury cottages for Pushkar | 100.00 |
| 3. | Integrated development of Pushkar under destination development (Rs.500.00 lakhs): | |
| (i) | Dormitories for Visitors at Mela Ground at Pushkar | 150.00 |
| (ii) | Stadium and tent platform at Pushkar | 74.48 |
| (iii) | Sulabh Sauchalaya at Mela Ground at Pushkar | 14.09 |

| 1 | 2 | 3 |
|----------------|---|----------------|
| | (iv) Development works at Pushkar Ghats | 261.43 |
| 4. | Civil & Electric Works at Kumbhalgarh Fort | 89.36 |
| 5. | Civil & Electric works concerning SEL Show at Chittorgarh Fort | 70.75 |
| 6. | Construction of Visharamsthal at Dargah Sharif at Ajmer | 187.00 |
| 7. | Renovation of Visharamsthal at Pushkar road, Ajmer | 68.50 |
| 8. | Development works at Chetak Samadhi at Haldi Ghati | 52.08 |
| 9. | Development works at Rakt Talai at Haldi Ghati | 92.82 |
| 10. | Development works at Badshahi Bagh at Haldi Ghati | 82.66 |
| 11. | Development of Masuria Hills (Veer Durga Das Smarak), Jodhpur | 152.34 |
| 12. | Development of Samode Village (Distt. Jaipur) | 50.00 |
| 13. | Development of Neemrana Village (Distt. Alwar) | 50.00 |
| 14. | Virasat Festival, Jaipur | 15.00 |
| Total | | 1410.51 |
| 2004-05 | | |
| 1. | Development of National Capital Region Tourist Circuit in Rajasthan under the Scheme of Integrated Development of Tourist Circuit | 738.00 |
| 2. | Development of Hadoti Tourist Circuit in Rajasthan under scheme for Integrated Development of tourist Circuit | 725.10 |
| 3. | Mounting of Sound & Light Show at Amber Fort, Jaipur | 129.26 |
| 4. | Development of an Elephant Village (Hathi Gram) at Amber, Jaipur | 492.18 |
| 5. | IT Project Scheme for translation of the existing Rajasthan tourism portal into five other languages | 24.42 |
| 6. | Development of Amber Fort Complex at Jaipur | 33.33 |
| 7. | Jaipur Heritage International Festival, 2005 | 15.00 |
| 8. | GOI-UNDP Endogenous Tourism Project at village Samode in Jaipur Distt. | 20.00 |
| 9. | GOI-UNDP Endogenous Tourism Project at village Haldighati in Rajasamand Distt | 19.32 |
| 10. | GOI-UNDP Endogenous Tourism Project at village Neemrana in Alwar Distt. | 20.00 |
| 11. | Organizing Paragliding | 2.45 |
| Total | | 2519.06 |

| 1 | 2 | 3 |
|----------------|--|----------------|
| 2005-06 | | |
| 1. | Mounting of Sound and Light Show at Amber Fort, Jaipur | 129.26 |
| 2. | Development of Hawa Mahal and Jantar Mantar at Jaipur under Destination Development Scheme | 464.32 |
| 3. | Integrated Development of Mewar-Vagad Circuit comprising of places in Udaipur-Rajasamand-Chittorgarh-Banswara-Doongarpur Districts as Tourist Circuit | 580.00 |
| 4. | Development of Brij Bhoomi religious Tourist Circuit comprising of Mathura, Vrindavan, Barsana, Jheel, Kalia Devi, Poonchari, Neelkanth, Bharthrihari in Rajasthan and Uttar Pradesh | 477.07 |
| 5. | Integrated Development of Pushkar (District Ajmer as a Tourist Destination | 434.04 |
| 6. | Celebration of Jaipur Heritage International Festival, 2006 | 15.00 |
| | Total | 2099.69 |
| 2006-07 | | |
| 1. | Integrated Development of Udaipur as a Tourist Destination | 276.68 |
| 2. | Conservation, Restoration and Preservation of Gagron Fort, Jhalawar Distt., Rajasthan under Destination Dev. Scheme | 281.71 |
| 3. | Rajasthan Day, 2007 | 10.00 |
| 4. | Jaipur Heritage International Festival, 2007 | 10.00 |
| 5. | Pushkar Fair, 2006 | 05.00 |
| 6. | Desert Festival, 2007 | 05.00 |
| 7. | Development of Jaisalmer as a tourist destination | 315.45 |
| 8. | Development of Rural Tourism in Haldighati Region, Distt. Rajsamand | 50.00 |
| | Total | 953.84 |

*[English]***New Tourist Spots**

1470. SHRI RAYAPATI SAMBASIVA RAO:
SHRI TEK LAL MAHTO:
SHRI PRABHUNATH SINGH:

Will the Minister of TOURISM be pleased to state:

(a) whether there is any Expert Body to identify new tourist spots in the country;

(b) if so, the details thereof;

(c) whether any new places have been included in the tourism map of the country during the last five years;

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

(e) the expenditure incurred by the Government on the development of such tourist spots during the said period?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (d) Identification and development of tourist spots is primarily the responsibility of the State/UT Governments. Ministry of Tourism extends central financial assistance to the State/UT Governments for development of tourist centres which are prioritized in consultation with them. A list of such prioritized projects for the current financial year is enclosed as Statement.

(e) The Central Financial Assistance released to States/UTs by the Ministry of Tourism for implementation

of tourism projects during the last five years is as under:

| Year | Amount Released (Rs. in lakh) |
|---------|-------------------------------|
| 2002-03 | 8680.93 |
| 2003-04 | 18073.76 |
| 2004-05 | 27371.97 |
| 2005-06 | 45793.76 |
| 2006-07 | 40029.56 |

Statement

Prioritised Projects Under Implementation during the Year 2006-07

| S.No. | State | Destination | Circuit | Event/Fairs/Festival | Rural Tourism |
|-------|-------------------|---|--|---|--|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 1. | Andhra Pradesh | 1. Hyderabad including Chaminar & Golconda 2. Warangal 3. Nellore (Pulicat Lake) | 1. Beach circuit Vizag 2. Buddhist circuit 3. Kalahasti-Kanipakam-Talakona Circuit | 1. Kakatia Event 2. Golkonda Event 3. Vijayanagar Festival 4. Kalinga | 1. Kuchipudi (near Vijayawada) 2. Dharmakaram (near Puttuparthi) 3. Surabhi (near Pochampalli) |
| 2. | Arunachal Pradesh | 1. Amenities at Parsuramkund Lohit District. 2. Restoration & Preservation of Heritage Site (Stone Rampart) at Dambuk. | 1. Tinsukia (Assam)-Namsai-Tezu-Walong-Dongi | 1. Arunachal Festival 2. Siang River Festival 3. Nyokum/Mopin Festival 4. Buddha Mohatsava | Ligu Village, Upper Subansiri District |
| 4. | Assam | 1. Kamakhya and Satellite Pilgrimage Township of Hazo. 2. Sivasagar Convention Centre & 3. Wellness Centre at Hotel Brahmaputra Ashoka, Guwahati. | 1. Orang-Tespur-Nameri-Bhalukpong-Tawang Tourist Circuit. | 1. Rangoli Utsav 2. Dehing-Patkai 3. Tea Tourism 4. Kaziranga Elephant Festival | 1. Chandeo Sukafa Nagar in Sivasagar District |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|------------------|--|--|---|--|
| 4. | Bihar | 1. Mandeshwari Temple | 1. Bodhgaya-Nalanda-Rajgir | 1. Buddha Mahotsav 2. Rajgir Mahotsav 3. Sonpur Mela 4. Chhath Mahotsav | 1. Pattharkathi (near Gaya) |
| 5. | Chhattisgarh | 1. Chitrakote fall 2. Rajim | 1. Jagdalpur circuit | 1. Bestar Event 2. Malhar Event 3. Sirpur Festival 4. Rajim Festival | 1. Chilpi (Near Kanha National Park) 2. Churri (Near Hasdeo Bango Dam) |
| 6. | Delhi | 1. Development of Infrastructure as per Master Plan for Commonwealth Games | — | — | — |
| 7. | Goa | — | 1. North Goa Circuit 2. South Goa Circuit | 1. Shigmo Festival 2. Goa Carnival | — |
| 8. | Gujarat | 1. Champaner Pavagadh 2. Gir 3. Dwarka | 1. Junagarh-Veraval Porbandar | 1. Navratri 2. Tametar 3. International Kite Festival 4. Sharad Utsav | Dandi. Vadnagar Nageshwar |
| 9. | Haryana | 1. Surajkund 2. Sonapat-Ethnic India 3. Badkhal | 1. Kurukshetra | 1. Kurukshetra-Sufi Fest. 2. Heritage festival Pinjore 3. Art & Craft Festival Kamal | — |
| 10. | Himachal Pradesh | Dharamshala | 1. Eco tourism in Tribal Areas 2. Pilgrim Circuit | 1. Great Himalayan Run 2. Pre-World Paragliding 3. Kulu Dussehra 4. Simla Summer Festival | 1. Mashobra village in Simla 2. Baroh Village Near Dharmashala 3. Gurukul Oriented Village |
| 11. | Jammu & Kashmir | a. Specific tourism infrastructure projects for Tourism Development Authorities of Kishtwar, | Development of Tourist Circuit at Kargil | 1. Mega Event in Ladakh 2. Jashn-e-Kashmir 3. Jammu Festival 4. Navratri Festival, Vaishno Devi 5. Gulmarg Festival | a (Software Work Plan) support for 5. villages viz., Drung, Pahalgam, Jheri, Surinsar and |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|---|---|---|---|---|
| | <p>Poonch, Rajouri, Lakhanpur- Sarthal, Kokernag, Leh and Kargil b. Specific tourism infrastructure projects for Tourism Development Authorities of Pahalgam, Gulmarg, Sonamarg and Patnitop c. Restoration of Heritage building at Mubarak Mandi, Phase-I d. Golf Course at Jammu- e. Reconstruction of gutted TRC at Srinagar</p> | | | | <p>Ganganir b.support for 10 new Villages to be identified by the State Government</p> |
| 12. | Jharkhand | <ol style="list-style-type: none"> 1. Rajmahal 2. Parasnath | <ol style="list-style-type: none"> 1. Ranchi-Ramgarh- Rajarappa-Tenughat- Hazaribagh-Padma Itkhor | <ol style="list-style-type: none"> 1. Hajaribagh Festival 2. Air Show Ranchi 3. Hilla 4. Jagannath Rath Yatra | <ol style="list-style-type: none"> 1. Amadubi, Distt. Singbhum 2. Kharsavan, Distt. Serakela- Kharsavan |
| 13. | Karnataka | <ol style="list-style-type: none"> 1. Hampi 2. Lingamalki | <ol style="list-style-type: none"> 1. Bijapur-Biddar- Gulbarga 2. Southern Wilderness Circuit | <ol style="list-style-type: none"> 1. Bangalore Habba 2. To be communicated 3. Hampi 4. Karavali | <ol style="list-style-type: none"> 1. Chenputna village -Bangalore 2. Alkan village Bagalote |
| 14. | Kerala | <ol style="list-style-type: none"> 1. Vegamon 2. Kumarkom 3. Padnabhapuram Palace 4. Thrippunithura | <ol style="list-style-type: none"> 1. Southern Eco- Tourism | <ol style="list-style-type: none"> 1. Malabar Mahotsav 2. Boat Show 3. Elephant Festival 4. Nishagandhi Festival | <ol style="list-style-type: none"> 1. Kathakali Costume Village 2. Coir Village 3. Spice Village |
| 15. | Madhya Pradesh | <ol style="list-style-type: none"> 1. Panna 2. Mandu | <ol style="list-style-type: none"> 1. Amarkantak- Manda- Dindoi 2. Hasangabad-Maheswar- Onkareshwar-Barwani | <ol style="list-style-type: none"> 1. Khajuraho Festival 2. Travel Mart 3. Pachmarhi | <ol style="list-style-type: none"> 1. Sivra in Datia 2. Ram Nagar in Manda 3. Any Village in Maheswar |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|-------------|--|--|---|---|
| 16. | Maharashtra | Kunkeeshwar | 1. Buddhist Circuit including Elephanta 2. Fort Circuit | 1. Elephanta 2. Ellora 3. Kalidas 4. Chikaldhara | 1. Village near Kolhapur 2. Village near Pune for Gurukul |
| 17. | Manipur | 1. Nongmaiching (Eco-Park with Golf course) 2. Imphal | 1. Imphal-Bishnupur-Sendra-Churachandpur | 1. Manipur Tourism Festival 2. Manipur Tourism Meet 3. LUI-NGAI-NI Festival 4. KUT Festival | Andro, khongiom and None |
| 18. | Meghalaya | 1. Protection & development of caves around Jowai 2. Tura | 1. Williamnagar-Jahrem-jowai 2. Shillong-Cherrapunji Jowai Mawplong | 1. Winter Tourism Festival 2. Shillong Autumn Festival 3. Nongkrum Festival 4. Wangla Festival | — |
| 19. | Mizoram | 1. Chaitalang 2. Chalfih | 1. Southern-Hrangchawkawn, Tawipui'S'. Lawangtlai, Saiha, Vawmbuk, Sangau, S. Vanlaiphal. 2. Eastern-Keitum, N. Vanlaiphal, East Lungdar, Khawbung, Farkawn, Zokhawthar, Hnahlan. | 1. Chapchar Kut 2. Thliravang Kut 3. Anthurium Festival | — |
| 20. | Nagland | 1. Tourist Travel Destination Toupheima, Kohima district. 2. Aizuto, Zunheboto District | 1. Zunheboto-Tuensang-Kiphiri 2. Governor's camp (Wokha)-Nui Land Area (Dimapur)-Jalukie (Peren). | 1. Tokhu Emong 2. Metumniu 3. Hombill Event 4. Event-Cultural night Variety show | — |
| 21. | Orissa | 1. Chilka | 1. Bhubaneswar-Puri-Konark 2. Simlipal-Chandipur-Talsari-Panchingameshwar 3. Araku valley-Sonebeda-Koreput-Malkagiri | 1. Sreekshetra vasant Utsav 2. Ekamra 3. Puri Beach Festival. 4. Konark Festival. | 1. Dayening Bedi Village Dhoolbari Dist. 2. Kheiyajali village |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|---------------|---|---|--|--|
| 22. | Punjab | 1. Ropar 2. Fatehgarh Sahib (Including Aam Khas Bagh with SEL. show) 3. Kapurthala | 1. Freedom Struggle Circuit Delhi-Amritsar 2. Pigrim Circuit | 1. Rural Olympics (Rural Sports, Village Qila Raipur Distt. Raipur 2.-Kinnow Festival at Abhor Distt. Ferozpur 3. Punjab Festival. (Mela) 4. Craft Mela at Kapurthala | 1. Village Paldi (Distt. Hoshiarpur) 2. Village Kalanour (Distt. Gurdaspur) 3. Village Maisor Khanna (Distt. Bhatinda) |
| 23. | Rajasthan | 1. Ajmer Sharif 2. Jaisalmer | 1. Eco-Tourism circuit 2. Floodlighting of monuments | 1. Heritage Festival 2. Rajasthan Day Celebration- 3. Pushkar Fair 4. Desert Festival | — |
| 24. | Sikkim | 1. Development of Amdsemen: Park at Samsa. 2. Pilgrim centre at Sorang | 1. Development of Tourist Centre at Phodang and Mangan in North Sikkim 2. Development of Assam Lingzey and Khedi Trek Route in East Sikkim | 1. Nanchi Festival 2. Gangtok Winter Festival 3. Ravangla Festival 4. Maghey Mela 5. Mangan Festival 6. Gyalshing (Pelling) | 1. Rong Village in South Sikkim. 2. Tharpu village in West Sikkim |
| 25. | Tamil Nadu | 1. Madurai 2. Thanjavur 3. Kaniyakumari | — | 1. Mahabalipuram mega festival | — |
| 26. | Tripura | 1. Chaturdashi Devta Bari | 1. Development of North West Tripura Circuit | — | Joychandrapur |
| 27. | Uttar Pradesh | 1. Aligarh | 1. Agra-Fatehpur Sikri-Mathura 2. Varanasi-Samath 3. Brajbhoomi-Vrindavan | 1. Buddha Mahotsav at Samath 2. Lathmar Holi 3. Dev Deepawali | — |
| 28. | Uttaranchal | 1. Yamnotri 2. Tehri | 1. Rishikesh-Haridwar (Mega Project) 2. Bindsar-Beljmath-Manesar | 1. Dehradun Virasat Festival 2. Garhwal Festival 3. Kumaon Festival 4. Poomagiri Festival | 1. Village Trijugi Narayan, Distt. Rudraprayag. |
| 29. | West Bengal | 1. Goke 2. Kalimpong 3. Piassey | 1. Freedom Circuit 2. Tea Tourism 3. Beach Circuit | — | — |

Insurance Scheme for Air Travellers*[Translation]*

1471. SHRI SUGRIB SINGH:
SHRI KISHANBHAI V. PATEL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government purposes to introduce any scheme for air travellers to insure themselves against flight delays and cancellations in the country;

(b) if so, the details thereof; and

(c) the time by which it is likely to be introduced?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No Sir.

(b) and (c) Do not arise.

Construction of Rail Over-bridge

1472. SHRI P. KARUNAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposal for construction of Railway Over-bridge at Valappaya level crossing, Trichur to bring patients to Thrissur Medical College;

(b) if so, the details thereof; and

(c) the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. No proposal has been received for replacement of any level crossing in the name of "Valapaya level crossing" by Road over bridge. However, there are two works of Road over bridges sanctioned in the way of Athani Medical College Road and Mulankunath Kavu Medical College Road at level crossings No. 13 Athani Km. 21/5-6 sanctioned in 2001-02 and at LC No. 14 Km. 23/100-200 in Mulankunathu Kavu Yard respectively sanctioned in 2002-03. Both these works are at different stages of Planning and Execution.

(b) and (c) Do not arise.

Internet Facility in Trains and at Stations

1473. SHRI SHISHUPAL N. PATLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to provide internet facility in trains;

(b) if so, the details thereof alongwith progress made and present position in regard to provision of internet facility in trains;

(c) whether private sector participation in this regard is also being roped;

(d) if so, the details thereof;

(e) whether railway stations where internet facility/ cyber cafes were to be set up during 2006-07 has become operational; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Rail Tel Corporation of India Limited, a Public Sector Undertaking (PSU) of Ministry of Railways in collaboration with a private company M/s Soshacom of Canada had carried out initial technical trials on a pilot section, Delhi-Mathura, to provide internet facility in trains. However, further implementation of the system could not be progressed so far due to commercial viability and operational issues.

(e) and (f) Yes, Sir. Cyber cafes at 16 stations have become operational so far, out of 24 Cyber Cafes planned during 2006-07. Work at other stations is in various stages of completion. Name of stations where cyber cafes have become operational is given in the Statement enclosed.

Statement*List of 16 Stations*

| S.No. | Name of the Stations |
|-------|----------------------|
| 1 | 2 |
| 1. | Howrah |
| 2. | Sealdah |

| 1 | 2 | 3 | 4 | 5 | 6 |
|-----|---------------|---|---|--|--|
| 22. | Punjab | 1. Ropar 2. Fatehgarh Sahib (Including Aam Khas Bagh with SEL. show) 3. Kapurthala | 1. Freedom Struggle Circuit Delhi-Amritsar 2. Pigrim Circuit | 1. Rural Olympics (Rural Sports, Village Qila Raipur Distt. Raipur 2.-Kinnow Festival at Abhor Distt. Ferozpur 3. Punjab Festival. (Mela) 4. Craft Mela at Kapurthala | 1. Village Paldi (Distt. Hoshiarpur) 2. Village Kalanour (Distt. Gurdaspur) 3. Village Maisor Khanna (Distt. Bhatinda) |
| 23. | Rajasthan | 1. Ajmer Sharif 2. Jaaisalmer | 1. Eco-Tourism circuit 2. Floodlighting of monuments | 1. Heritage Festival 2. Rajasthan Day Celebration- 3. Pushkar Fair 4. Desert Festival | — |
| 24. | Sikkim | 1. Development of Amdsemen: Park at Samsa. 2. Pilgrim centre at Sorang | 1. Development of Tourist Centre at Phodang and Mangan in North Sikkim 2. Development of Assam Lingzey and Khedi Trek Route in East Sikkim | 1. Nanchi Festival 2. Gangtok Winter Festival 3. Ravangla Festival 4. Maghey Mela 5. Mangan Festival 6. Gyalehing (Pelling) | 1. Rong Village in South Sikkim. 2. Tharpu village in West Sikkim |
| 25. | Tamil Nadu | 1. Madurai 2. Thanjavur 3. Kaniyakumari | — | 1. Mahabalipuram mega festival | — |
| 26. | Tripura | 1. Chaturdashi Devta Bari | 1. Development of North West Tripura Circuit | — | Joychandrapur |
| 27. | Uttar Pradesh | 1. Aligarh | 1. Agra-Fatehpur Sikri-Mathura 2. Varanasi-Samath 3. Brajbhoomi-Vrindavan | 1. Buddha Mahotsav at Samath 2. Lathmar Holi 3. Dev Deepawali | — |
| 28. | Uttaranchal | 1. Yamnotri 2. Tehri | 1. Rishikesh-Haridwar (Mega Project) 2. Bindser-Balnath-Manesar | 1. Dehradun Virasat Festival 2. Garhwal Festival 3. Kumaon Festival 4. Poornagiri Festival | 1. Village Trijugi Narayan, Distt. Rudraprayag. |
| 29. | West Bengal | 1. Goke 2. Kalimpong 3. Plassey | 1. Freedom Circuit 2. Tea Tourism 3. Beach Circuit | — | — |

Insurance Scheme for Air Travellers

1471. SHRI SUGRIB SINGH:
SHRI KISHANBHAI V. PATEL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government purposes to introduce any scheme for air travellers to insure themselves against flight delays and cancellations in the country;

(b) if so, the details thereof; and

(c) the time by which it is likely to be introduced?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No Sir.

(b) and (c) Do not arise.

Construction of Rail Over-bridge

1472. SHRI P. KARUNAKARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have received any proposal for construction of Railway Over-bridge at Valappaya level crossing, Trichur to bring patients to Thrissur Medical College;

(b) if so, the details thereof; and

(c) the action taken by the Railways thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. No proposal has been received for replacement of any level crossing in the name of "Valapaya level crossing" by Road over bridge. However, there are two works of Road over bridges sanctioned in the way of Athani Medical College Road and Mulankunath Kavu Medical College Road at level crossings No. 13 Athani Km. 21/5-6 sanctioned in 2001-02 and at LC No. 14 Km. 23/100-200 in Mulankunathu Kavu Yard respectively sanctioned in 2002-03. Both these works are at different stages of Planning and Execution.

(b) and (c) Do not arise.

[*Translation*]

Internet Facility in Trains and at Stations

1473. SHRI SHISHUPAL N. PATLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to provide internet facility in trains;

(b) if so, the details thereof alongwith progress made and present position in regard to provision of internet facility in trains;

(c) whether private sector participation in this regard is also being roped;

(d) if so, the details thereof;

(e) whether railway stations where internet facility/ cyber cafes were to be set up during 2006-07 has become operational; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Rail Tel Corporation of India Limited, a Public Sector Undertaking (PSU) of Ministry of Railways in collaboration with a private company M/s Soshacom of Canada had carried out initial technical trials on a pilot section, Delhi-Mathura, to provide internet facility in trains. However, further implementation of the system could not be progressed so far due to commercial viability and operational issues.

(e) and (f) Yes, Sir. Cyber cafes at 16 stations have become operational so far, out of 24 Cyber Cafes planned during 2006-07. Work at other stations is in various stages of completion. Name of stations where cyber cafes have become operational is given in the Statement enclosed.

Statement*List of 16 Stations*

| S.No. | Name of the Stations |
|-------|----------------------|
| 1 | 2 |
| 1. | Howrah |
| 2. | Sealdah |

| 1 | 2 |
|-----|------------|
| 3. | Asansol |
| 4. | Jodhpur |
| 5. | Jhansi |
| 6. | Jaipur |
| 7. | Gorakhpur |
| 8. | Chandigarh |
| 9. | Hyderabad |
| 10. | Bangalore |
| 11. | Coimbatore |
| 12. | Ernakulam |
| 13. | Guntur |
| 14. | Ahmedabad |
| 15. | Pune |
| 16. | Nagpur |

[English]

Sound and Light Shows at Monuments

1474. SHRI KIRTI VARDHAN SINGH:
SHRI EKNATH MAHADEO GAIKWAD:

Will the Minister of CULTURE be pleased to state:

(a) the names of the important monuments in the country, State-wise;

(b) the names of the monuments in each State/UT where sound and light shows exists at present;

(c) whether the Government proposes to organize sound and light shows on more monuments;

(d) if so, the details of such monuments; and

(e) the other steps taken by the Government to attract more tourists to these monuments?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) There are 3667 monuments/sites protected as of national importance. The State-wise list of these monuments/sites is enclosed as Statement.

(b) The details of monuments where sound and light shows exist at present are as under:

1. Western group of Temples, Khajuraho, Distt. Chattarpur, Madhya Pradesh
2. Gwalior Fort, Distt. Gwalior, Madhya Pradesh
3. Golkonda Fort, Hyderabad
4. Raja Mahal, Chandragiri
5. Red Fort, Delhi
6. Shaniwarwada, Pune, Maharashtra

(c) and (d) Yes, Sir. The monuments/sites where sound and light shows are proposed to be organized are as under:

1. Jhansi Fort, Jhansi, U.P.
2. Residency, Lucknow, U.P.
3. Udaigiri Caves, Bhubaneswar, Orissa
4. Chittaurgarh Fort, Rajasthan
5. Kumbhalgarh Fort, Rajasthan

(e) The monuments/sites of national importance are conserved, preserved & maintained as per archaeological norms. Subject to availability of resources, tourist related amenities like toilet blocks, drinking water facilities, pathways, interpretation centre, publications counters, signages, etc. are provided at these monuments to attract more tourists.

Statement

Centrally Protected monuments under Archaeological Survey of India

| Sl.No. | Name of State | Nos. of Monuments |
|--------|-------------------|-------------------|
| 1 | 2 | 3 |
| 1. | Andhra Pradesh | 137 |
| 2. | Arunachal Pradesh | 05 |
| 3. | Assam | 53 |
| 4. | Bihar | 70 |
| 5. | Chhattisgarh | 47 |

| 1 | 2 | 3 |
|--------------|-----------------------|-------------|
| 6. | Daman and Diu (U. T.) | 12 |
| 7. | Goa | 21 |
| 8. | Gujarat | 202 |
| 9. | Haryana | 90 |
| 10. | Himachal Pradesh | 40 |
| 11. | Jammu and Kashmir | 69 |
| 12. | Jharkhand | 12 |
| 13. | Karnataka | 507 |
| 14. | Kerala | 26 |
| 15. | Madhya Pradesh | 286 |
| 16. | Maharashtra | 286 |
| 17. | Manipur | 01 |
| 18. | Meghalaya | 08 |
| 19. | Nagaland | 04 |
| 20. | N.C.T. Delhi | 175 |
| 21. | Orissa | 78 |
| 22. | Pondicherry (U.T.) | 07 |
| 23. | Panjab | 31 |
| 24. | Rajasthan | 162 |
| 25. | Sikkim | 03 |
| 26. | Tamilnadu | 413 |
| 27. | Tripura | 05 |
| 28. | Uttar Pradesh | 742 |
| 29. | Uttaranchal | 042 |
| 30. | West Bengal | 133 |
| Total | | 3667 |

Unoperational Airports

1475. SHRI IQBAL AHMED SARADGI:
SHRI AMITAVA NANDY:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has invited industry captains to chip in unoperational airports to check in their financial resources to run unoperational airports in the country;

(b) if so, whether the Government is also considering various measures to make Indian airports little less crowded;

(c) if so, the details thereof;

(d) whether the Government is also taking number of measures to improve situation by reducing circulation time, spacing requirements, adding new equipments and providing a onboard training to controllers and to pilots at control towers; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir.

(b) and (c) Airports Authority of India (AAI) has undertaken upgradation/development of several airports in the country. 35 non-metro airports are being taken up for expansion and modernisation. New terminal buildings and modification of existing terminal building; expansion of apron to increase number of aircraft parking stands and expansion of car park area have been taken up to make airports less crowded.

(d) and (e) Upgradation and development of infrastructure facilities at the airports is a continuous process and is undertaken on the basis of operational requirements, demands from airlines and other technical needs. Similarly, training of Air Traffic Controllers and pilots is imparted on need basis.

[Translation]

Complaints against Private Airlines

1476. SHRI MANSUKHBHAI D. VASAVA:
SHRI KASHIRAM RANA:
SHRI CHANDRAKANT KHAIRE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has received any complaints from the passengers with regard to the functioning of private airlines;

(b) if so, the details thereof;

(c) whether the Government has taken effective action against the private airlines;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

(f) the measures taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Passenger complaints are received regarding missing/lost baggage, refund of tickets in case of delays/cancellations, denial of facilities like wheel chair, meals/snacks in case of delayed flights, etc.

(c) to (e) All the airlines have been advised, that they should display on their respective websites various facilities offered to the passengers, both free and chargeable, in a conspicuous manner so that passengers are aware of these before booking air tickets.

(f) Government reviews the action taken by the airlines on such advice from time to time so that the passengers are well informed of the level of facilities made available by a particular airline.

[English]

Abandoning/Closing of Level Crossings

1477. DR. K.S. MANOJ: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have decided to reduce the number of level crossings by abandoning/closing some of them;

(b) if so, the details thereof, zone/division-wise;

(c) the reasons for abandoning/closing of level crossings;

(d) whether the Railways have sought the consent of State Governments in this regard; and

(e) if so, the reaction of the State Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (e) Yes, sir. During the year 1995-96, about 536 unmanned level crossings were identified for closure on Indian Railways. The Zone-wise details are as under:

| S.No. | Zones | No. of Level Crossings identified for closure |
|-------|----------------------------|---|
| 1. | Central Railway | 46 |
| 2. | Eastern Railway | 19 |
| 3. | Northern Railway | 85 |
| 4. | North Eastern Railway | 93 |
| 5. | Northeast Frontier Railway | 103 |
| 6. | Southern Railway | 117 |
| 7. | South Central Railway | 37 |
| 8. | South Eastern Railway | 08 |
| 9. | Western Railway | 28 |
| Total | | 536 |

These level crossings were identified for closures as either there was no/meager road traffic on the Level Crossings or the traffic of the Level Crossing was diverted through the nearby Level Crossing by providing suitable road diversions. However, Railway could effectively close only 248 unmanned level crossings, because consent for closure of other level crossings was not received from State Governments/Local Authorities.

[Translation]

Expert Committee to Prevent Train Accident

1478. SHRI RAMDAS ATHAWALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to constitute an Expert Committee with regard to check the increasing numbers of train accidents in the country and to suggest measures for their prevention; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. Moreover, there

is no rising trend in number of consequential train accidents.

(b) Does not arise.

Provision of work in Kota

1479. SHRI RAGHUVVEER SINGH KOSHAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the provision amounting to more than 50 lac rupees was made for Kota division (Western Central Railway) in the previous railway budget to undertake various works;

(b) if so, the details of such works;

(c) whether the funds have been released for the purpose;

(d) if so, the details thereof;

(e) the present progress of the works undertaken; and

(f) the details of the works which have not been commenced alongwith the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (f) The information is being collected and will be laid on the table of the Sabha.

Cargo Hub in Nagpur

1480. SHRI MANORANJAN BHAKTA:
SHRI ANANDRAO VITHOBA ADSUL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government has any plan for creating a cargo hub in Nagpur;

(b) if so, the details thereof;

(c) the type of infrastructure needed to be developed to support the expected growth in Indian Air Cargo Market; and

(d) the time by which the said airport is likely to be undertaken?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. Ministry of Civil Aviation/Airports Authority of India and Government of Maharashtra/Maharashtra Airports Development Company have signed an Memorandum of Understanding (MOU) on 18.12.2006 for transfer of the Nagpur airport to a Joint Venture Company (JVC) for development of Multi-modal International Passenger and Cargo Hub at Nagpur. As per the MOU, the airport alongwith the assets will be transferred to the new JVC for development of the airport.

(c) and (d) The details of infrastructural requirements will be worked out by the joint venture company.

[English]

Allocation of Additional LNG to Maharashtra

1481. SHRI ADHALRAO PATIL SHIVAJIRAO:
SHRI MOHAN RAWALE:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the implementation of Dahej Uran Pipeline is in progress;

(b) if so, whether the Government of Maharashtra has requested the Union Government to allocate additional Natural Gas/LNG to Maharashtra;

(c) if so, the details thereof;

(d) whether the Union Government has raised any points regarding the proposal;

(e) if so, the details thereof;

(f) if not, the reasons for not allocating additional gas to Maharashtra; and

(g) the present status of the proposal and the time by which the final decision is likely to be taken to allocate additional gas to Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) Yes, Sir.

(b) and (c) Yes, Sir. The Government of Maharashtra has, inter alia, requested for:

1. Enhancing gas supplies in Uran, so as to enable full capacity utilization of MahaGenco power plant.
2. Supply of 13 million standard cubic metre per day (MMSCMD) of gas for expansion of MahaGenco at Uran and Telgaon.
3. Operationalization of Ratnagiri Gas and Power Private Limited (RGPPL) power plant to run on R-LNG, for which availability of R-LNG should be arranged at an affordable price.
4. Supplying natural gas/LNG to the consumers in Maharashtra.

(d) to (g) With a view to facilitate transportation of gas to Maharashtra region, GAIL is in the process of laying Dahej-Uran pipeline and Dabhol-Panvel pipeline. Further, the production of gas from offshore fields of KG Basin is likely to be available by 2008-09, which will be transported through Kakinada-Hyderabad-Uran-Ahmedabad pipeline. The consumers would, however, need to tie-up their gas requirements with the gas suppliers. Government has advised Maharashtra accordingly.

The Dabhol power plant has been taken over by Ratnagiri Gas and Power Private Limited (RGPPL), a Joint Venture of GAIL and NTPC. The plant would be able to use R-LNG once pipeline connectivity from the LNG terminal in Dahej, Gujarat is in place. R-LNG is being sourced by Petronet LNG Limited (PLL) on short term basis for about two years for supply to RGPPL through GAIL's Dahej-Dabhol pipeline.

[Translation]

Encounters between Army and Terrorists

1482. PROF. MAHADEORAO SHIWANKAR: Will the Minister of DEFENCE be pleased to state:

- (a) the number of officers and soldiers of the Army martyred and injured in the encounters with the terrorists during the current year;
- (b) the total number of terrorists killed by the soldiers in the encounters alongwith the number of terrorists apprehended and surrendered;
- (c) whether the soldiers are being equipped with modern weapons against the ambush attacks being carried out by the terrorists;

(d) if not, the reasons therefor; and

(e) the steps being taken by the Government in this regard?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) The details of Fatal/Non-Fatal casualties suffered by Army in the encounters with terrorists during the year 2007 (upto 28th February, 2007) are as under:

| | Officers | JCOs | OR |
|-----------|----------|------|----|
| Fatal | 1 | 2 | 8 |
| Non-Fatal | 0 | 0 | 4 |

(b) 38 terrorists have been killed, 39 terrorists have been apprehended by the Army and 11 terrorists have surrendered.

(c) to (e) The troops of the Indian Army fighting terrorism in J&K are appropriately equipped to carry out their assigned task. Equipping soldiers to effectively fight terrorism is an ongoing and continuous process, which takes into account the changes in tactics and weapon/equipment profile of the terrorists. All efforts are made to ensure that our troops have the state of art weapons and equipment to maintain the required edge over the terrorists.

Possession of Retiring Room by GRP

1483. CH. MUNAWAR HASSAN: Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways are aware that retiring room of Jaunpur city railway station of Uttar Pradesh is in possession of Government Railway Police for the last 5-7 years;
- (b) if so, the facts thereof; and
- (c) the action taken by the Railways to vacate the retiring room from Government Railway Police and to provide facilities to the passengers at the station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Yes, Sir. Since 2002. The retiring room of Jaunpur City Railway Station is under the possession of Government Railway Police.

(c) Railway authorities have advised the Government

Railway Police officials to vacate the retiring room so that better facilities can be provided to Railway passengers at the station.

[*English*]

Revival of Haldia Petrochemicals

1484. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Indian Oil Corporation has made any revival package for Haldia Petrochemicals;

(b) if so, the details of the action plan prepared by IOC in this regard;

(c) whether Public Investment Bureau has given its clearance to IOC to take up the revival of HPL;

(d) if so, the details of the expenditure likely to be involved in the said work; and

(e) the details of the progress made so far in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Indian Oil Corporation Limited (IOCL) submitted a proposal to Government of West Bengal in October, 2001 for financial restructuring of Haldia Petrochemicals (HPL) and equity participation by IOCL. The transaction could not be successfully completed in view of the difference of opinion of one of the promoters of HPL with respect to management control and shareholding pattern. In November, 2004, Chairman, HPL offered to IOCL equity investment of Rs.150 crore at par in HPL, which has been accepted by IOCL.

(c) to (e) No, Sir. The equity investment of Rs. 150 crore in HPL was approved by the Navratna Board of IOCL which is competent to approve such investment. This amount was paid to HPL in August, 2005 and 15 crore equity shares of HPL at par were allocated to IOCL. A petition was filed in August, 2005 before the Company Law Board (CLB) by the Chatterjee Group seeking annulment of the allotment of shares in favour of IOCL, arguing that this is against the interest of HPL as well as in violation of Companies Act. CLB has given its verdict in January, 2007 stating that shareholding of IOCL in HPL will be maintained as such and Government of

West Bengal will appropriately consider transfer of its shares in favour of the Chatterjee Group, through proper valuation. Government of West Bengal has filed a petition in Kolkata High Court against the verdict of CLB.

[*Translation*]

Cultural Heritage Centres in Rural Areas

1485. SHRI SUBHASH SURESHCHANDRA DESHMUKH: Will the Minister of CULTURE be pleased to state:

(a) the names of the Cultural Heritage Centres identified in the backward and rural regions of various States as on date;

(b) the details of the proposals sent by the various State Governments for protection and conservation of these monuments during the last three years;

(c) the funds allocated to various States for protection and conservation of these monuments during the above period;

(d) the details of the proposals which are pending in this regard; and

(e) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) There are seven Zonal Cultural Centres located in various States as per details given in the enclosed Statement I.

The funds allocated to the above centres during the last three years and the allocation for the year 2006-07 is as under:

| | |
|---------|-------------------|
| 2003-04 | Rs. 1332.35 lakhs |
| 2004-05 | Rs. 2046.07 lakhs |
| 2005-06 | Rs. 2700.00 lakhs |
| 2006-07 | Rs. 1500.00 lakhs |

(b) and (c) The Archaeological Survey of India protects and conserve 3667 monuments/sites as of national importance. The details of funds allocated (State-wise) for their conservation and maintenance during the last three years are given in the enclosed Statement II.

(d) and (e) No Proposals are pending in this regard.

Statement I*List of Zonal Cultural Centres located in various States*

| Sl. No. | Zonal Cultural Centres (ZCCs) | Member States |
|---------|-------------------------------|--|
| 1. | NZCC Patiala | Haryana, Himachal Pradesh, Jammu & Kashmir, Punjab and Rajasthan, UT of Chandigarh |
| 2. | NCZCC Allahabad | Bihar, Madhya Pradesh, Rajasthan and Uttar Pradesh, UT of Delhi, Haryana |
| 3. | WZCC Udaipur | Gujarat, Goa, Maharashtra, Rajasthan, UTs of Dadra & Nagar Haveli and Daman & Diu |
| 4. | SCZCC Nagpur | Andhra Pradesh, Madhya Pradesh, Karnataka, Maharashtra |
| 5. | SZCC Thanjavur | Andhra Pradesh, Karnataka, Kerala, Tamil Nadu, UTs of Andaman & Nicobar, Lakshadweep and Pondicherry |
| 6. | EZCC Kolkatta | Assam, Bihar, Andaman & Nicobar Island, Manipur, Orissa, Sikkim, Tripura, West Bengal, Jharkhand |
| 7. | NEZCC Dimapur | Assam, Meghalaya, Nagaland, Arunachal Pradesh, Mizoram, Tripura and Manipur |

Statement II*State-wise Expenditure incurred during the last Three Years for the Conservation, Preservation and Environmental Development of the Centrally Protected Monuments*

(Rs. in lakhs)

| Sl. No. | Name of State/ Union Territory | 2003-04 | 2004-05 | 2005-06 |
|---------|-----------------------------------|---------|---------|---------|
| 1 | 2 | 3 | 4 | 5 |
| 1. | Andhra Pradesh | 269.84 | 341.00 | 461.41 |
| 2. | Assam | 82.90 | 60.30 | 59.86 |
| 3. | Arunachal Pradesh | 4.14 | 6.35 | 3.99 |
| 4. | Bihar | 470.00 | 213.75 | 247.50 |
| 5. | Chhattisgarh | 171.00 | 278.00 | 252.95 |
| 6. | Delhi | 1001.87 | 761.37 | 754.26 |
| 7. | Daman and Diu | 35.14 | 22.46 | 42.73 |
| 8. | Goa | 74.99 | 105.02 | 100.00 |

| 1 | 2 | 3 | 4 | 5 |
|-------|---------------------|---------|---------|---------|
| 9. | Gujarat | 134.82 | 150.75 | 171.63 |
| 10. | Haryana | 258.18 | 178.40 | 168.17 |
| 11. | Himachal Pradesh | 19.57 | 65.59 | 108.00 |
| 12. | Jammu and Kashmir | 269.85 | 239.97 | 274.83 |
| 13. | Jharkhand | 82.39 | 70.72 | 73.55 |
| 14. | Kerala | 100.48 | 76.49 | 85.02 |
| 15. | Karnataka | 767.27 | 907.41 | 1434.92 |
| 16. | Maharashtra | 536.53 | 448.04 | 516.25 |
| 17. | Madhya Pradesh | 445.44 | 378.44 | 520.00 |
| 18. | Manipur | 0.10 | 00 | 00 |
| 19. | Meghalaya | 5.91 | 2.90 | 5.11 |
| 20. | Nagaland | 12.94 | 7.94 | 6.29 |
| 21. | Orissa | 190.04 | 388.08 | 296.35 |
| 22. | Punjab | 35.40 | 54.30 | 87.81 |
| 23. | Pondicherry | 23.80 | 20.85 | 13.41 |
| 24. | Rajasthan | 741.51 | 279.97 | 285.00 |
| 25. | Sikkim | 31.95 | 24.93 | 10.50 |
| 26. | Tamil Nadu | 448.08 | 580.29 | 636.58 |
| 27. | Tripura | 29.32 | 32.22 | 32.77 |
| 28. | Uttaranchal | 132.40 | 157.00 | 160.08 |
| 29. | Uttar Pradesh | 980.89 | 1398.41 | 1303.51 |
| 30. | West Bengal | 291.88 | 532.44 | 383.81 |
| 31. | Horticulture Branch | 982.73 | 1070.98 | 1198.98 |
| 32. | Science Branch | 396.59 | 433.42 | 499.23 |
| Total | | 9027.95 | 9287.79 | 10194.5 |

*[English]***Ageing Oilfields**

1486. SHRI KINJARAPU YERRANNAIDU:
SHRI NAVEEN JINDAL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has drawn any plan to revive the ageing oil and gas-fields to put on production;

(b) whether ONGC has signed an agreement with Russia Oilfields for increasing production from its ageing oil and gasfields;

(c) whether any technical pack with TGT of Russia has been signed; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) The major thrust of the new initiatives and steps taken by Government in the last few years for the revival of the ageing oil and gas fields has been implementation of Improved Oil Recovery (IOR)/Enhanced Oil Recovery (EOR) schemes in all the major oil fields. Apart from this, the other measures being taken to revive the production from the mature/ageing oil and gas fields under Production Sharing Contract (PSC) regime include Infill drilling; Horizontal & multilateral wells; Workover and stimulation of existing wells; Installation of artificial lift system; and Water injection for reservoir pressure maintenance for improved recovery.

(b) to (d) A Memorandum of Understanding (MOU) between Oil and Natural Gas Corporation Limited (ONGC) and TGT, Russia has been signed on 18.01.2007 for Value Based Commercial Alliance in the following areas:

1. Recovery & Production optimization and Reservoir Management in Matured fields.
2. Productivity enhancement in tight reservoirs.
3. Joint study centre (HUB) for innovation and proprietary solutions.
4. Logging services in offshore and onshore

Age on Tickets

1487. SHRI M. APPADURAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Airlines and other private Airlines issue Air-ticket without mentioning the age of ticket holder;

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

(c) the rationale behind this and the steps taken by these Airlines to mention the age of the passengers to check the misuse of the Air-ticket?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Indian Airlines has informed that as per the industry practice, in case a ticket is issued to an adult it is not mandatory to write the age except in case of special fares for specific category or passengers such as Youth passengers, Senior Citizens, child or infant etc.

Protected Monuments in West Bengal and Bihar

1488. SHRI VIJOY KRISHNA: Will the Minister of CULTURE be pleased to state:

(a) the details of Centrally Protected Monuments in various districts of Bihar and West Bengal; and

(b) the amount spent on the preservation and maintenance of those monuments during each of the last three years;

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) There are 70 and 133 monuments/sites as of national importance in the various districts of Bihar and West Bengal as per Statement I and II respectively.

(b) The expenditure incurred on the conservation, preservation, maintenance and development of gardens around the monuments during the last three years is as under:

| (Rupees in Lakhs) | | |
|-------------------|--------|-------------|
| Year | Bihar | West Bengal |
| 2003-04 | 216.64 | 291.88 |
| 2004-05 | 217.68 | 532.44 |
| 2005-06 | 251.25 | 383.81 |

The allocation for the year 2006-07 is as under:

| | |
|--------------|------------------|
| Bihar: | Rs. 325.00 Lakhs |
| West Bengal: | Rs. 300.00 Lakhs |

Statement I*List of Centrally Protected Monuments under the Jurisdiction of Archaeological Survey of India in Bihar*

| Sl.No. | Name of the Monument | Locality | District |
|--------|---|--------------------|----------------|
| 1 | 2 | 3 | 4 |
| 1. | Tomb of Shamsheer Khan | Shamshemagar | Aurangabad |
| 2. | Ancient site of Vikramasila Monastery | Antichak | Bhagalpur |
| 3. | Rock Temple | Golgong | Bhagalpur |
| 4. | Patalpuri cave and land adjoining Bateshwar cave on the Patharghata hill | Madhorampur | Bhagalpur |
| 5. | Rock sculptures | Patharghatta | Bhagalpur |
| 6. | Ancient mound | Buxar | Buxar |
| 7. | Remains of ancient fort or Pachrukhi Garh locally known as Raja Bali Ka Garh | Balirajgarh | Madhubani |
| 8. | Ruined fortress, Chankigarh | Chanki | West Champaran |
| 9. | Rampart of the fort and Stupa at Nandangarh | Marhia | West Champaran |
| 10. | Ruined fortress at Nandangarh | Marhia | West Champaran |
| 11. | Vedic burial mounds | Marhia | West Champaran |
| 12. | Vedic burial mounds | Pakri | West Champaran |
| 13. | Fort ruins, tank and Stupa | Sagardih | East Champaran |
| 14. | Buddhist Stupa | Tajpur Deur | East Champaran |
| 15. | Asoka column known as Laur pillar | Lauriya Areraj, | East Champaran |
| 16. | Asoka column | Lauriya Nandangarh | West Champaran |
| 17. | Vedic burial mounds | Lauriya Nandangarh | West Champaran |
| 18. | Ashoka column | Rampurwa | West Champaran |
| 19. | Sculptures of various Hindu deities carved on the southern and eastern faces of some rocks and boulders of Kauwadol Hill | Kurisarai | Gaya |
| 20. | Sculptures of various Hindu deities carved on the face of an isolated round boulder separated by a distance of 12 feet from the southeastern corner of the Kauwadol Hill. | Kurisarai | Gaya |
| 21. | Sculptures of various Hindu deities carved on the northern-eastern faces of some rocks of Kauwadol Hill. | Kurisarai | Gaya |

| 1 | 2 | 3 | 4 |
|-----|---|-------------------------------------|-------------|
| 22. | Sculptures of four Hindu deities one on each side of an oblong isolated boulder to the east of the Kauwadol Hill. | Kurisarai | Gaya, |
| 23. | The whole of the ancient ruins on which there are a colossal statute of Buddha, a few loose sculptures and thirteen sand stone pillars. | Kurisarai | Gaya |
| 24. | The area generally known as 'Garh' | Kurkihar | Gaya |
| 25. | Ancient Buddhistic image and other images and sculptures collected underneath a shed | Guneri | Gaya |
| 26. | Ancient mounds in the valley known as "Hasra Kol" | Bishunpurarwa, Hasra and Jagdishpur | Gaya |
| 27. | Ancient mounds in the hill known as 'Sobhnath' | Bishunpurarwa, Hasra and Jagdishpur | Gaya |
| 28. | Siva temple | Konch | Gaya |
| 29. | Ancient Stupa and other remains locally known as Sujata garh | Bakraur | Gaya |
| 30. | Ancient Buddhistic image and sculptures collected underneath a shed | Ghejan | Jehanabad |
| 31. | Gopi Cave | Barabar and Nagarjuni hills | Jehanabad |
| 32. | Karan Chaupar Cave | Barabar and Nagarjuni hills | Jehanabad |
| 33. | Lomas Rishi Cave | Barabar and Nagarjuni hills | Jehanabad |
| 34. | Sudama Cave | Barabar and Nagarjuni hills | Jehanabad |
| 35. | Vadathika Cave | Barabar and Nagarjuni hills | Jehanabad |
| 36. | Vapiyaka Cave | Barabar and Nagarjuni hills | Jehanabad |
| 37. | Visva Jhopa Cave | Barabar and Nagarjuni hills | Jehanabad |
| 38. | Ancient monolithic pillar known as Lat | Lat | Jehanabad |
| 39. | Asokan Column | Kolhua | Muzaffarpur |
| 40. | Remains of the ramparts and the mound commonly known as the 'Queen's Palace' in the Killa | Bihar Sharif | Nalanda |
| 41. | Tomb of Malik Ibrahim Bayu | Bihar Sharif | Nalanda |
| 42. | Ancient remains known as Garh | Ghorakatora | Nalanda |
| 43. | All mounds, structures and buildings enclosed in the acquired area | Nalanda | Nalanda |

| 1 | 2 | 3 | 4 |
|-----|---|---------------|---------|
| 44. | Ancient mound | Bargaon | Nalanda |
| 45. | Statue of Buddha | Jagdishpur | Nalanda |
| 46. | i. All ancient structures and other monuments. ii. All ancient structures and all artificial ancient remains which are situated within a distance of half a mile of the said two ancient cities known as old and new Rajgriha. iii. Walls of the two ancient cities known as old and new Rajgriha | Rajgir | Nalanda |
| 47. | Sculpture and Images | Datiana | Patna |
| 48. | The grove known as "Bulandibagh" | Bulandipur | Patna |
| 49. | The mound or stupa known as "Chhoti Pahari" | Chhoti Pahari | Patna |
| 50. | Supposed site of the Palace of Asoka | Kumrahar | Patna |
| 51. | Remains of wooden foundations and ancient Mauryan walls | Sandalpur | Patna |
| 52. | Mounds known as the five stupas or "Panch Pahari" | Paharidih | Patna |
| 53. | a. Ablution Tank, b. Mir Ashrafs Jama Mosque c. Pucca well | Patna | Patna |
| 54. | Tomb of Shah Makhadum Daulat Maneri and Ibrahim Khan | Maner | Patna |
| 55. | Tank | Maner | Patna |
| 56. | Ancient Mound and ruined brick walls together with adjacent land comprising part of survey plot No. 608 & 611 | Maner | Patna |
| 57. | Ancient Mound and ruined brick walls together with adjacent land comprising of survey plot No. 399 | Maner | Patna |
| 58. | Ancient mound | Buxar | Buxar |
| 59. | Tomb of Hasan Shah Suri | Sasaram | Rohtas |
| 60. | Tomb of Sher Shah Suri | Sasaram | Rohtas |
| 61. | Rohtasgarh fort | Rohtasgarh | Rohtas |
| 62. | Temple of Mundeswari Devi | Paura | Kaimur |
| 63. | Tomb of Bakhtiar Khan | Malik Sarai | Kaimur |
| 64. | Three rock inscriptions (Adjacent to Tara Chandi temple) | Sasaram | Rohtas |
| 65. | Ancestral House of Dr. Rajendra Prasad, the First President of India | Jiradei | Siwan |

| 1 | 2 | 3 | 4 |
|-----|-------------------------|--------------------------|------------|
| 66. | Remains of Ancient city | Manjhi | Saran |
| 67. | Jami mosque | Hajipur | Vaishali |
| 68. | Relic Stupa | Harpur Basant (Vaishali) | Vaishali |
| 69. | Raja Vishal ka Garh | Vaishali | Vaishali |
| 70. | Kanhaiya ji ka mandir | Bandarjhula | Kishanganj |

Statement II

List of Centrally Protected Monuments under the Jurisdiction of Archaeological Survey of India in West Bengal

| S.No. | Name of Monument / Sites | Location | District |
|-------|--|-----------|----------|
| 1 | 2 | 3 | 4 |
| 1. | Ancient Temple | Bahulara | Bankura |
| 2. | Dalmadal Gun and the platform on which it is mounted | Bishnupur | Bankura |
| 3. | Gate of Old Fort | Bishnupur | Bankura |
| 4. | Joremandir | Bishnupur | Bankura |
| 5. | Jore Bangla Temple | Bishnupur | Bankura |
| 6. | Kalachand Temple | Bishnupur | Bankura |
| 7. | Lalji Temple | Bishnupur | Bankura |
| 8. | Madan Gopal Temple | Bishnupur | Bankura |
| 9. | Madan Mohan Temple | Bishnupur | Bankura |
| 10. | Malleswar Temple | Bishnupur | Bankura |
| 11. | Murali Mohan Temple | Bishnupur | Bankura |
| 12. | Nanda Lal Temple | Bishnupur | Bankura |
| 13. | Patpur Temple | Bishnupur | Bankura |
| 14. | Radha Vinod Temple | Bishnupur | Bankura |
| 15. | Radha Govinda Temple | Bishnupur | Bankura |
| 16. | Radha Madhav Temple | Bishnupur | Bankura |
| 17. | Radha Shyam Temple | Bishnupur | Bankura |
| 18. | Rasmancha | Bishnupur | Bankura |
| 19. | Shyam Rai Temple | Bishnupur | Bankura |

| 1 | 2 | 3 | 4 |
|-----|---|----------------|---------|
| 20. | Small Gateway of Fort | Biahnupur | Bankura |
| 21. | Stone Chariot | Biahnupur | Bankura |
| 22. | Saileswar Temple | Dihar | Bankura |
| 23. | Sareswar Temple | Dihar | Bankura |
| 24. | Temple of Radha Damodar Jiw | Ghutgeria | Bankura |
| 25. | Gokul Chand Temple | Gokulnagar | Bankura |
| 26. | Temple of Ratneswar | Jaganath pur | Bankura |
| 27. | Temple of Shyam Sunder | Madanpur | Bankura |
| 28. | Temple site now represented only by a Mound and a Statue of Surya. | Pareshnath | Bankura |
| 29. | Temple site of an old Jain Temple now represented only by a Mound with a Jain statue. | Pareshnath | Bankura |
| 30. | Image of Durga slaying Mahisasura under a tree | Sarengarh | Bankura |
| 31. | Temple site now represented only by a Mound | Sarengarh | Bankura |
| 32. | Temple site now represented only by a Mound with statues of Ganesh and Nandi on it. | Sarengarh | Bankura |
| 33. | Temple site now represented only by a Mound with an Image of Nandi on it. | Sarengarh | Bankura |
| 34. | Rock Inscription of Chandra Varman | Susunia | Bankura |
| 35. | Temple of Radha Vinod commonly known as Joydev. | Joydeb-Kenduli | Birbhum |
| 36. | Temple of Dharmaraj | Kubilashpur | Birbhum |
| 37. | Two Mounds | Bhadeswar | Birbhum |
| 38. | Temple of Basuli and the mound together fourteen other temples near them containing the Linga images of Shiva | Nanoor | Birbhum |
| 39. | Temple of Rasmancha (Damodar Temple) | Suri | Birbhum |
| 40. | Two Ancient Temple (Joint together) | Baidyapur | Burdwan |
| 41. | Rudreswar Temple | Bamunara | Burdwan |
| 42. | Group of four Ancient Temples | Begunia | Burdwan |
| 43. | Tomb of Baharam Sakka, Sher Afghan and Nawab Qutabuddin | Burdwan | Burdwan |
| 44. | Stone Temple | Garui | Burdwan |
| 45. | Temple of Ichai Ghosh | Gourangpur | Burdwan |

| 1 | 2 | 3 | 4 |
|-----|--|-----------------------|------------------|
| 46. | Ancient Site | Nadhia | Burdwan |
| 47. | Jain Brick Temple known as Sat-Deul | Deulia | Burdwan |
| 48. | Group of Temples (12 nos. Temples) | Kaina | Burdwan |
| | 1. Bijoy Vaidyanath Temple | | |
| | 2. Giri Gobardhan Temple | | |
| | 3. Gopalji Temple, | | |
| | 4. Jaleswar Temple | | |
| | 5. Krishna Chandraji Temple | | |
| | 6. Lajji Temple, | | |
| | 7. Naba-Kailasha Temple | | |
| | 8. Pancharatna Temple | | |
| | 9. Pratapeswar Siva Temple in Rajbari Complex | | |
| | 10. Rameswar Temple, | | |
| | 11. Ratneswar Temple | | |
| | 12. Rupeswar Temple | | |
| 49. | Ancient Site and Remains of Panduk Rajar Dhipi | Panduk | Burdwan |
| 50. | Ancient Mound | Bharatpur | Burdwan |
| 51. | Metcalfe Hall | Calcutta | Calcutta |
| 52. | CoochBehar Palace | CoochBehar | Cooch Behar |
| 53. | Rajpath Site | Khalsa Gasanimari | Cooch Behar |
| 54. | Tomb of Alexander-Csoma de Kores | Darjeeling | Darjeeling |
| 55. | Tomb of General Llyod | Darjeeling | Darjeeling |
| 56. | Mounds | Bangarh (Gangarampur) | Dinajpur (South) |
| 57. | Dargah of Shah Ata | Gangarampur | Dinajpur (South) |
| 58. | Haneswari and Basudev Temples | Bansberia | Hooghly |
| 59. | Dutch Cemetery together with all tombs & monuments contained therein | Chinsurah | Hooghly |
| 60. | Dutch Memorial monument of Susan Anna Maria | Chinsurah | Hooghly |
| 61. | Group of temples known as Brindaban Chandra's Math | Guptipara | Hooghly |
| 62. | Mounds | Mahanad | Hooghly |
| 63. | Minar | Pandua | Hooghly |
| 64. | Mosque | Pandua | Hooghly |

| 1 | 2 | 3 | 4 |
|-----|---|----------------|-----------|
| 65. | Mosque & Tombs | Satgaon | Hooghly |
| 66. | i) Danish Cemetery ii) All ancient structures, all tombs stone monument remains and inscriptions within the area enclosed by the said walls. | Serampore | Hooghly |
| 67. | Shrine and Mosque known as Dargah of Zafar Khan Gazi | Tribeni | Hooghly |
| 68. | Sri Mayer Ghat | Howrah | Howrah |
| 69. | Adina Mosque | Pandua (Adina) | Malda |
| 70. | Baisgazi Wall | Gaur | Malda |
| 71. | Baraduary Masjid or the Great Golden Mosque | Gaur | Malda |
| 72. | Bhita of Chand Sadagar | Gaur | Malda |
| 73. | Chamkatti Masjid | Gaur | Malda |
| 74. | Chika Masjid | Gaur | Malda |
| 75. | Dakhil Masjid | Gaur | Malda |
| 76. | Firoz Minar | Gaur | Malda |
| 77. | Gumti Gateway | Gaur | Malda |
| 78. | Gunamant Mosque | Gaur | Malda |
| 79. | Kotwali Darwaja | Gaur | Malda |
| 80. | Lottan Masjid | Gaur | Malda |
| 81. | Lukochoi Gateway | Gaur | Malda |
| 82. | Qadam Rasul Mosque | Gaur | Malda |
| 83. | Tomb of Fateh Khan | Gaur | Malda |
| 84. | Tantipara Masjid | Gaur | Malda |
| 85. | Two tombs in front of Tantipura Masjid | Gaur | Malda |
| 86. | Two Stone Pillars | Gaur | Malda |
| 87. | Tower | Nimasarai | Malda |
| 88. | Eklakhi Mausoleum | Pandua | Malda |
| 89. | Qutab Sahi Masjid | Pandua | Malda |
| 90. | Kurumbera Fort | Gaganeswar | Midnapore |
| 91. | John Pierce Tomb | Midnapore | Midnapore |

| 1 | 2 | 3 | 4 |
|------|--|-----------------------|------------------------|
| 92. | Tomb of Azimunnisha Begum daughter of Murshid Quli Khan | Azimnagar | Murshidabad |
| 93. | Residency Cemetery also known as Station Burial ground | Babulbona Beharampore | Murshidabad |
| 94. | Bhabaniswar Mandir | Baranagar | Murshidabad |
| 95. | Char Bangla Group of Four Siva Temples | Baranagar | Murshidabad |
| 96. | Tomb of Mirmardan | Faridpur | Murshidabad |
| 97. | Dutch Cemetery | Kalikapur | Murshidabad |
| 98. | Old English Cemetery or Old Residence Burial Ground | Kashim Bazar | Murshidabad |
| 99. | Mosque | Kheraul | Murshidabad |
| 100. | Tomb of Alivardi Khan & the tomb of Siraj-ud-daullah | Khosbag | Murshidabad |
| 101. | Mound known as Barkona Deul Mound | Panchthupi | Murshidabad |
| 102. | Mounds known as the Devil's Mound and Raja Kama's Palace | Rangamati | Murshidabad |
| 103. | Tomb of Sujauddin | Roshnibag | Murshidabad |
| 104. | Tomb & Mosque of Murshid Kuli Khan | Sabjkatra | Murshidabad |
| 105. | Jahan Kosa Gun | Topkhana | Murshidabad |
| 106. | Hazarduari Palace and Imambara (Murshidabad) | Killa Nizamat | Murshidabad |
| 107. | Mound known as Bahanpukur Mound or Fort | Bamanpukur | Nadia |
| 108. | Ruins of Fort | Bamanpukur | Nadia |
| 109. | Temple | Paipara | Nadia |
| 110. | Old Temple at Banda | Banda | Purulia |
| 111. | Chandraketu's Fort | Berachampa | 24 Parganas (North) |
| 112. | Ancient Mound known as Barah Mihirer Dhipi also known as Khana Mihirer Dhibi | Deulia & Kaukipara | 24 Parganas (North) |
| 113. | Jattar Deul | Jata | 24 Parganas (South) |
| 114. | Currency Building | Dalhousie Square | Kol'ia |
| 115. | Asiatic Society Building | Park Street | Kolkata |
| 116. | Maghen David Synagogue | Ward No. 45 | Kolkata |

| 1 | 2 | 3 | 4 |
|------|--|-------------------------------|-----------------------------|
| 117. | Beth-el-Synagogue | Pollock Street | Kolkata |
| 118. | St. John's Church | Kolkata | Kolkata |
| 119. | Dupleix Palace (Institute de Chandan Nagar) | Chandan Nagar | Hooghly |
| 120. | South Gate, Kella Nezamat | Lalbag | Murshidabad |
| 121. | Immambara, Kella Nezamat | Lalbag | Murshidabad |
| 122. | White Mosque, Kella Nezamat | Lalbag | Murshidabad |
| 123. | Yellow Mosque, Kella Nezamat | Lalbag | Murshidabad |
| 124. | Tripolia Gate, Kella Nizamat | Lalbag | Murshidabad |
| 125. | Dharmaraj Temple, West Bengal | Pathra | Midanapur |
| 126. | Temples of Bandyopadhyay Family, West Bengal | Pathra | Midanapur |
| 127. | Sitala Temples, West Bengal | Pathra | Midanapur |
| 128. | Navratna Temple Complex, West Bengal | Pathra | Midanapur |
| 129. | Tamluk Rajbati, West Bengal | Padumbasan, Tamluk | Purba Medinipur |
| 130. | Clive's House Dum Dum known as Barakothi | DUM DUM, P.O. Nagar Bazar, | Distt. 24 North Parganas |
| 131. | 26 Siva Temples | Barrakpore Khardah | Distt. North 24 Parganas |
| 132. | Nil Kuthi Mound | Mouza Chak, Chandpara | Distt. Mursidabad |
| 133. | Warren Hastings House | Barasat | Distt. North 24 Parganas |

Introduction of Trains

1489. SHRI JYOTIRADITYA M. SCINDIA:
DR. SATYANARAYAN JATIYA:
SHRI RAGHUVVEER SINGH KOSHAL:
SHRI KULDEEP BISHNOI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the new trains proposed to be introduced during 2006-07 have been introduced;

(b) if not, the details of new trains which have been introduced so far; and

(c) the details of the trains which are still to be introduced and the reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. The trains announced in the Rail Budget are gradually introduced during the course of ensuing financial year.

(b) The details of the new trains introduced so far are given in the enclosed statement.

(c) The details of the new trains which are still be introduced alongwith the reasons for delay are as under:

| Sl. | Train No. | Train name | Reasons/Remarks |
|-----|-----------|---|--|
| 1. | 7609/7610 | Purna-Nanded-Patna Express (weekly) | Planned for March, 2007 |
| 2. | 2891/2892 | Bhubaneswar-Baripada Express (tri-weekly) | Planned for March, 2007 |
| 3. | 8631/8632 | Ajmer-Ranchi Garib Nawaj Express via Varanasi (weekly) | Non availability of rolling stock, at present. |
| 4. | 3159/3160 | Jogbani-Kolkata Express (tri-weekly) (after gauge conversion) | For completion of gauge conversion. |
| 5. | | Kumarghat-Agartala (after commissioning of) (daily) | For construction of new metre gauge line. |
| 6. | | Madurai-Rameswaram Passenger (after gauge conversion) (daily) | For completion of gauge conversion. |
| 7. | | Ajmer-Udaipur City Express (after gauge conversion) | For completion of gauge conversion. |

Statement

| Sl. No | Train No. | Train Name |
|--------|---------------------|---|
| 1 | 2 | 3 |
| 1. | 3153A/3154A | Radhikapur-Sealdah Link Express with 3453/3454 Gour Express (daily) |
| 2. | 2695/2696 | Chennai-Tiruvananthapuram Express (Daily) |
| 3. | 219/220 | Mailani-Palia Kalan Passenger (Metre Gauge) (daily) |
| 4. | MA-1/MA-2 | Mathura-Aiwar Passenger (Daily) |
| 5. | 7JN/8JN | Jalandhar City-Nakodar Diesel Multiple Units (daily) |
| 6. | 4207/4208 | Delhi-Raibarell Express (tri-weekly) |
| 7. | 1449/1450 | Jabalpur-Jammu Tawi Express (weekly) |
| 8. | 8509/8510 | Visakhapatnam-Nizamabad Express (bi-weekly) |
| 9. | 2869/2870 | Howrah-Mumbai Express (weekly) |
| 10. | 8415/8416/8417/8418 | Howrah-Puri Express (bi-weekly) |
| 11. | 2855/2856 | Nagpur-Raipur Intercity Express (daily) |
| 12. | 483/484 | Bankura-Ranchi (Hatia) Passenger via Purulia |
| 13. | 5715/5716 | Kishanganj-Ajmer Garib Nawaj Express (weekly) |
| 14. | 5BA/6BA | Asansol-Bokaro (Mainline Electrical Multiple Unit) |
| 15. | 9323/9324 | Indore-Bhopal Intercity Express (daily) |

| 1 | 2 | 3 |
|-----|-------------|---|
| 16. | 6531/6532 | Yeswantpur-Ajmer Garib Nawaj Express (weekly) |
| 17. | 209/210 | Machilipatnam-Tirupati Fast Passenger (tri-weekly) |
| 18. | 5281/5282 | Saharsa-Patna Kosi Express (daily) |
| 19. | 211/212 | Gudur-Tirupati Passenger (daily) |
| 20. | 2103/2104 | Pune-Lucknow Express (weekly) |
| 21. | 2851/2852 | Chennai-Bilaspur Express (weekly) |
| 22. | 2203/2204 | Saharsa-Amritsar Garib Rath (bi-weekly) |
| 23. | 9269/9270 | Motihari-Portbander Express (weekly) |
| 24. | 2667/2668 | Chennai Egmore-Nagercoil Express (weekly) |
| 25. | 2681/2682 | Chennai-Coimbatore Express (weekly) |
| 26. | 2685/2686 | Chennai-Mangalore Express (tri-weekly) |
| 27. | 2697/2698 | Chennai-Tiruvananthapuram Express (weekly) |
| 28. | 6315/6316 | Bangalore-Ernakulam (Kochuvelli) Express (weekly) |
| 29. | 6733/6734 | Madurai-Tirupati-Manmad Express (weekly) |
| 30. | 483/484 | Hajipur-Sonpur-Chhapra-Siwan-Thawe Passenger (daily) |
| 31. | 2889/2890 | Tatanagar-Yesvantpur Express (weekly) |
| 32. | 2353/2354 | Delhi (Nizamuddin)-Patna-Rajendranagar Garib Rath (tri-weekly) |
| 33. | 8205/8206 | Durg-Gorakhpur Express via Faizabad (weekly) |
| 34. | 5279/5280 | Delhi (New Azadpur)-Saharsa Poorabiya Express via Lucknow (weekly) |
| 35. | 551/552 | Nanded-Adilabad Passenger (after gauge conversion daily) |
| 36. | 1067A/1068A | Rae Bareilly-Pratapgarh-Lokmanya Tilak (T) Link Express (bi-weekly) |
| 37. | 2897/2898 | Bhubaneswar-Pondicherry Express (weekly) |
| 38. | 3155/3156 | Darbhanga-Kolkata (Chitpur) Mithilanchal Express (bi-weekly) |
| 39. | 5277/5278 | Bangalore-Darbhanga Express via Chennai, Patna (weekly) |
| 40. | 5609A/5610A | Link Express between Darbhanga and Guwahati (daily) |
| 41. | 3157/3158 | Muzaffarpur-Kolkata (Chitpur) Tirhut Express (weekly) |
| 42. | 4601/4602 | Sonpur-Chhapra-Jammu Tawi Mour Dhvaj Express (weekly) |
| 43. | 2611/2612 | Delhi (Nizamuddin)-Chennai Garib Rath (weekly) |
| 44. | 2909/2910 | Delhi (Nizamuddin)-Mumbai (Bandra) Garib Rath (tri-weekly) |

| 1 | 2 | 3 |
|-----|-----------|---|
| 45. | 2943/2944 | Valsad-Udhna (Surat)-Kanpur Udyogkarmi Express (weekly) |
| 46. | 2947/2948 | Ahmedabad-Patna Azimabad Express (weekly) |
| 47. | 9051/9052 | Valsad-Udhna(Surat)-Chhapra-Sonpur Shramik Express (weekly) |
| 48. | 9781/9782 | Jaipur-Amritsar Express (bi-weekly) |
| 49. | 4321/4322 | Bhuj-Bareilly Express (tri-weekly) |
| 50. | 553/554 | Purna-Adilabad Passenger (weekly) |

Joint Manufacturing of F-18 Fighter Planes with USA

1490. SHRI BALASHOWRY VALLABHANENI: Will the Minister of DEFENCE be pleased to state:

(a) whether Boeing of USA has expressed willingness to manufacture jointly F-18 fighter planes;

(b) if so, the details of the proposal;

(c) whether the Government proposes to acquire F-18 fighter planes; and

(d) if so, the details thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):
(a) to (d) The purchase of Fighter aircraft is made in accordance with the established Defence Procurement Procedure. Request For Proposal (RFP) for procurement of fighter aircraft including Transfer of Technology (TOT) for manufacture under licence as per need, is issued to the known vendors who are likely to meet the requirements of the Air Force.

Celebration of Independence

1491. SHRI ANWAR HUSSAIN: Will the Minister of CULTURE be pleased to state:

(a) whether the Government has decided to make programmes/plans to celebrate 150 years of historic independence struggle;

(b) if so, the details thereof; and

(c) the number of programmes from various states particularly from N.E. Region in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) to (c) Yes, Sir. The Government of India has decided to commemorate the 150th Anniversary of First War of Independence, 1857. A National Implementation Committee has also been constituted under the Chairmanship of Hon'ble Minister for Human Resource Development. The inaugural function is planned for 11th May 2007. In addition, a number of projects including establishment of National Freedom Museum at Red Fort, a mobile exhibition on train, renovation/restoration of a number of Monuments connected with First War of Independence, etc. are proposed to be taken up during the commemorative period. The State Governments including those in the North East region have also been advised to constitute state-level committees for chalking out commemorative programmes and organize at least one function in every state capital.

[Translation]

Incredible India Bed and Breakfast Scheme

1492. SHRI MOHD. TAHIR: Will the Minister of TOURISM be pleased to state:

(a) whether the Delhi Government has raised certain objections against Incredible India Bed and Breakfast Scheme;

(b) if so, the details and reasons therefor alongwith the reaction of the Ministry thereto;

(c) whether there is any plan to start a new scheme instead of said scheme; and

(d) if so, the details thereof?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

[*English*]

Production of Cars by MUL

1493. SHRI ANANTA NAYAK: Will be Minister of HEAVY INDUSTRIES AND PUBLIC ENTERPRISES be pleased to state:

(a) whether the Maruti Udyog Limited (MUL) proposes to increase the production of cars;

(b) if so, the details thereof;

(c) the details of the production made by MUL during the last three years and till date;

(d) whether MUL proposes to manufacture new model cars; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): (a) Yes Sir.

(b) As per Maruti Udyog Limited (MUL), it has recently set up a new car manufacturing plant at Manesar, Haryana with installed capacity of one lakh units. This is in addition to MUL's current production capacity of around six lakh units in its existing plant at Gurgaon, Haryana.

(c) Production by MUL during the last three years and till date.

| Year | Production (in Nos.) |
|--------------------------|----------------------|
| 2003-04 | 472,908 |
| 2004-05 | 540,415 |
| 2005-06 | 572,097 |
| 2006-07 (till Jan.,2007) | 575,881 |

(d) and (e) According to MUL, it has launched three new models since May 2005. Decisions to manufacture new models are taken on the basis of marketing strategy and commercial judgment from time to time.

Setting up of Defence Production Units

1494 SHRI S.K. KHARVENTHAN: Will the Minister of DEFENCE be pleased to state:

(a) whether the Union Government has any fresh proposal to set up defence production units in the country particularly in Tamil Nadu;

(b) if so, the details thereof alongwith the locations identified for setting up of the same and the targeted production capacity thereof; and

(c) the time by which the above units are likely to be set up?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (RAO INDERJIT SINGH): (a) No Sir, presently there is no proposal to set up defence production units in Tamil Nadu.

(b) and (c) Does not arise.

Low Budget Hotels

1495. SHRI MILIND DEORA: Will the Minister of TOURISM be pleased to state:

(a) whether the Ministry of Railways has given green signal to 20 sites out of proposal of 100 sites from Ministry of Tourism for construction of low-cost budget hotels for mid-class spenders to meet the unprecedented rush of tourists during Commonwealth Games-2010;

(b) if so, the details of the sites selected by the Railways for construction;

(c) the overall total capacity of these hotels and whether these 20 hotels will meet the expected demand of Ministry of Tourism;

(d) the total expenditure likely to be incurred on the construction of these hotels and by what time the construction will be over;

(e) the fate of the remaining 80 proposals that could not find favour with the Ministry of Railways; and

(f) the reasons for their rejection?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Yes, Sir. The Ministry of Railways have identified 20 sites in the first phase to be developed in PPP mode. These are as follows: Madurai, Vijaywada, Secunderabad, Chandigarh, Mumbai, Tirupati, Kanniyakumari, Rameshwaram, Nagpur, Ooty, New Jalpaiguri, Agra, Pune, Darjeeling, Habibganj (Bhopal), Jodhpur, Jaisalmer, Udaipur, Sealdah and Lalgarh (Bikaner).

(c) The average number of rooms in each hotel will be between 80 to 100. However, this will not meet the expected demand of Tourism Ministry

(d) These hotels are developed in PPP mode by the Private promoters

(e) and (f) In the second phase, 10 sites are in the tender process. The remaining 70 sites are in various stages of identification of land, approval of land plans of the Railways.

Promotion of Tourism In Kerala

1496. SHRI P.C. THOMAS: Will the Minister of TOURISM be pleased to state:

(a) whether the Government of Kerala has submitted any project proposal for improving connectivity through sea planes and helicopters for promotion of tourism in the State;

(b) if so, the details thereof; and

(c) the action taken by the Government thereon?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) Yes, Sir.

(b) and (c) The State Government of Kerala has been asked to resubmit the project proposal in accordance with the scheme of "Assistance to Large Revenue Generating Projects" of the Ministry of Tourism.

[Translation]

Ethanol Blended Petrol Programme

1497. SHRI HANSRAJ G. AHIR:
SHRI SUBHASH SURESHCHANDRA
DESHMUKH:
SHRI BASU DEB ACHARIA:
SHRI VIJOY KRISHNA:
SHRI JYOTIRADITYA M. SCINDIA:
SHRI IQBAL AHMED SARADGI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government has any plan for construction of plants for production of ethanol;

(b) if so, the details thereof; and

(c) the present status of implementation of ethanol blended petrol programme?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) and (b) Ministry of Chemicals and Fertilizers (Department of Chemicals and Petrochemicals) which is the concerned Administrative Ministry for the manufacture of ethanol, a de-licensed item, does not have any plan for construction of plants for production of ethanol.

(c) Ministry of Petroleum and Natural Gas vide Gazette Notification No. G.S.R 580(E) dated 20.9.2006 has directed that subject to commercial viability, oil marketing companies shall sell 5 percent ethanol blended petrol, as per Bureau of Indian Standards specification, in the notified 20 States and 4 Union Territories w.e.f 1.11.2006. Oil Marketing Companies are procuring ethanol from indigenous producers through open tenders with validity for three years extendable by two more years. The tenders have been finalised in respect of Uttar Pradesh, Uttaranchal, Bihar, Delhi, Jharkhand,, Goa, Karnataka, Maharashtra (partially), Andhra Pradesh (partially) and Tamil Nadu. The State Govt. of Tamil Nadu has since informed OMCs that ethanol would not be available for EBP programme till 31.3.2007 due to shortage. OMCs could not finalise tenders in the states of Haryana, Punjab, Himachal Pradesh, Rajasthan, Orissa, Gujarat, Madhya Pradesh, Chhattisgarh and Union Territories of Chandigarh, Daman and Diu, Dadra and Nagar Haveli and Pondichery as EBP supplies are not

commercially viable due to levy of high taxes/levies on ethanol by the State Govts. Tenders could not be finalised in West Bengal and Kerala as the State Govts. are yet to notify the applicable taxes/levies on ethanol supplies for EBP programme.

Lower Berth to Senior Citizens

1498. SHRI VIJAY KUMAR KHANDELWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any provision to allot lower berths to the senior citizens;

(b) if so, the details thereof;

(c) whether the Railways are aware that lower berths are not being allotted to the senior citizens particularly in the long distance trains; and

(d) if so, the corrective steps being taken by the Railways in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R.VELU): (a) to (c) Yes, Sir. A pre-defined logic in reservation system allots lower berths to senior citizens automatically depending upon availability at the time of booking. In addition, instructions also exist for allotment of lower berths falling vacant in the train due to non-turning up of passengers, to senior citizens by Train conductor/Train Ticket Examiner (TTE) on first-come-first served basis.

(d) A decision has been taken to earmark a quota of adequate berths in Air Conditioned and Sleeper Classes for senior citizens & women above the age of 45, travelling alone.

Transportation of Coal

1499. PROF. VIJAY KUMAR MALHOTRA:
SHRI CHANDRA MANI TRIPATHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have entered into an agreement with a private sector company for transportation of coal;

(b) if so, the details thereof;

(c) whether on the one hand Railways have entered into an agreement with a private sector company for transportation of coal on the other hand Coal India Limited is facing acute shortage of wagons for transportation of coal;

(d) whether the shortage of wagons to Coal India Limited is likely to become more acute after Railways entering into an agreement with the private sector; and

(e) if so, the steps taken by the Railways to remove the shortage of wagons to the Coal India Limited for transportation of coal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Railways have entered into an agreement with Rosa Power Supply Company Limited for transportation of coal to the tune of 2.7 million tones per annum for 25 years.

(c) to (e) No, Sir. Railways are supplying wagons to coal companies as per demand and linkage. There are however, temporary shortfalls.

Revamping of Defence Research and Development Organisation

1500. SHRI RAYAPATI SAMBASIVA RAO:
SHRI K.S. RAO:
SHRI K.C. PALLANI SHAMY:
SHRI E.G. SUGAVANAM:

Will the Minister of DEFENCE be pleased to state:

(a) the strength and achievements of Defence Research and Development Organisation (DRDO) in meeting the demand of the Armed Forces;

(b) whether there is any proposal to revamp the DRDO;

(c) if so, the details thereof;

(d) whether any Committee has been set up for this purpose; and

(e) if so, its composition and terms of reference thereof?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):

(a) DRDO is working for providing state-of-the-art systems and products for the Armed Forces. DRDO has established core strength in a number of engineering disciplines encompassing the following:

Strategic Systems and Missiles - including Agni, Prithvi, Akash, Nag, etc.

Avionics and Aero Systems - including light combat aircraft, Tejas and Unmanned Aerial Vehicles, etc.

Naval Systems - including the supersonic cruise missile Brahmos, sonars and torpedoes, etc.

Electronic Systems - including state-of-the-art Electronic warfare and signal intelligence equipment, etc.

Land Systems - including battle tanks, amphibious armoured vehicles, engineering reccee vehicles, ammunitions, etc.

Life Support Systems - including NBC detection, defensive and protective gear, high altitude rations, high altitude agro-technology, etc.

The approximate value of production orders placed for DRDO developed systems, which are to be used by the Armed Forces, amounts to over Rs.30,000 crore over the last 10 years.

(b) to (e) In the light of recommendations of the "Report of the Committee on Review of Defence Procurement Procedure to integrate Users, Ministry of Defence and the Industry", (April 2005, Kelker Committee Report), a Committee has been constituted under the Chairmanship of Dr. P Rama Rao with seven members—four superannuated officers and one each from the three Services and from defence finance, and one each from industry, Public Sector Units (PSUs), and Academic institutions.

The terms of reference of the Committee are to:

- Modernize administrative, personnel and financial systems to achieve speedier implementation of projects.
- Develop synergistic cooperation with sister R&D agencies, such as DAE/DOS/DOD/CSIR and academia to keep pace with advances in science

and technology and to ensure immunity against denial regimes.

- Attract and retain high quality manpower by various measures including offering incentives and providing opportunities for DRDO scientists to acquire higher degrees in India and military R&D experience abroad.
- Ensure that technical specifications of Staff requirements are consistent with the national scientific and technical knowledge base, and experience with fielded imported systems.
- Maximize technological appreciation and knowledge-acquisition from user trials, test & evaluation and in service use of imported equipment and stores,
- Maximize utilization of private industry (particularly technocrat-entrepreneur owned) not only for system/sub-system development but also for development of enabling technology, design and proof-of-concept research.
- Utilize the expertise of selected NRIs and foreign consultants, particularly those with experience in military-related R&D; explore opportunities of collaborative efforts with foreign academic and R&D institutions and military industries in the environment of liberalized economy.
- Recommend measures to ensure that a certain percentage in value of acquisition is directed towards ongoing and futuristic efforts to indigenously build industrial capability in the country.

Joint Venture for Retailing Natural Gas

1501. SHRI SUGRIB SINGH:
SHRI KISHANBHAI V. PATEL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Indian Oil Corporation (IOC) proposes a joint venture for retailing natural gas to household and automobiles;

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

(c) the names of cities identified for the purpose and the investment to be incurred thereon;

(d) whether the Indian Oil Corporation has also proposed to double the refinery capacity of the Panipat Refinery; and

(e) if so, the details alongwith the expenditure likely to be incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): (a) to (c) Yes, Sir. Indian Oil Corporation (IOC) has formed a Joint Venture "Green Gas Limited"(GGL) with GAIL for city gas distribution in Agra and Lucknow. IOC has made an equity advance of Rs. 7 crores to GGL.

IOC has also signed an MoU in August 2006 with M/s Green Eastern Energy Corporation Limited (GEECL) for distribution of Coal Bed Methane (CBM) gas in various cities of West Bengal, including for CNG retailing. The Joint Venture Agreement with GEECL is at formulation stage. CBM gas distribution network and CNG retailing operations are proposed to commence from Asansol, West Bengal.

(d) and (e) Yes, Sir. IOC has doubled the capacity of its Panipat refinery from 6 MMTPA to 12 MMTPA at a cost of Rs. 4300 crores.

Tourism Projects of Kerala

1502. SHRI P. KARUNAKARAN: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government has received 24 number of projects from the Government of Kerala for development of tourism in various State;

(b) if so, the details alongwith the financial assistance sought by the State Government therefor; and

(c) the action taken by the Union Government thereon?

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) and (b) Ministry of Tourism has received 24 project proposals from the Government of Kerala during the current financial year for development of tourist circuits/destinations, rural tourism projects, fairs & festivals, etc.

(c) Ministry of Tourism has sanctioned 18 projects received from the State Government, amounting to a total of Rs.4474.02 lakh during the year 2006-07.

Projection of India's Heritage

1503. SHRI SARVEY SATYANARAYANA Will the Minister of CULTURE be pleased to state:

(a) whether the Government is taking any steps to reflect the self-confident and resurgent India of the present times while continuing to project the image of its heritage;

(b) if so, the details thereof; and

(c) the progress achieved so far?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI AJAY MAKEN): (a) Yes, Sir.

(b) and (c) The Ministry of Tourism for the past several years has undertaken various international and domestic campaigns through print, electronic, internet and outdoor media for image building and branding to make India more visible in the international market. These campaigns have effectively projected India's rich cultural heritage globally and have successfully captured the imagination of global travellers and has also created greater awareness among the people of the country about its cultural heritage.

Ministry of Culture, through its major exhibitions and events abroad also tries to project the image of Indian heritage. Archaeological Survey of India organized an exhibition "Treasures of Ancient India", which is being taken to four cities in China during December, 2006 to October, 2007. In the last two years, the Ministry of Culture has also organised special events on Indian Culture in Bhutan, Russia and Germany. Besides major exhibitions on Indian Culture were held in Korea, Australia, United Kingdom and United States of America etc. A major exhibition titled "Tejas" was opened at Brussels while an exhibition of Chola Bronzes is on at London. Several art exhibitions were held under the cultural exchange programmes in countries like South Africa, Sri Lanka, Cyprus, Germany and Mongolia, Bangladesh, USA and Australia. A major cultural programme was staged at Frankfurt in connection with Frankfurt Book Fair 2006. An exhibition of Amrita Shergil was held at Munich and an exhibition of Indian manuscripts was organised at Frankfurt.

ITDC Hotels to Private Players

1504. SHRI N. JANARDHANA REDDY: Will the Minister of TOURISM be pleased to state:

(a) whether the Government has approved a scheme to throw open Government run hotels to private parties by leasing out their properties;

(b) if so, the main features of the scheme alongwith the reasons therefor;

(c) the role of the Government in the changed environment;

(d) whether this experiment has been made by the Government in some of their hotels earlier;

(e) if so, the outcome thereof;

(f) whether some International hotel chains have also been offered this arrangement; and

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

THE MINISTER OF TOURISM AND MINISTER OF CULTURE (SHRIMATI AMBIKA SONI): (a) to (g) Ministry of Tourism has not approved any scheme to throw open Government run hotels to private parties by leasing out their properties. However, this issue is examined on merit on case to case basis. Pursuant to the Government decision on the disinvestment of India Tourism Development Corporation Hotels, Kumarakruppa Frontier Hotels Private Limited was incorporated by the Department of Disinvestment to take over the assets and liabilities of Hotel Ashok Bangalore. On acceptance of the bid of M/s. Bharat Hotels Limited, Hotel Ashok Bangalore was leased out to M/s. Bharat Hotels Limited for a period of 30 years together with the Airport Restaurant, Bangalore w.e.f. 29th November, 2001.

Utilization of Coir Products by Defence Forces

1505. DR. K.S. MANOJ: Will the Minister of DEFENCE be pleased to state:

(a) whether the defence forces proposes to utilize the coir products being manufactured by the State Coir Corporations, Coir Board, Form Mattings and Colfed, and

(b) if so, the steps taken/proposed to be taken by the Government to place orders to these Government

undertakings which would be very helpful for the ailing traditional coir industry?

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY): (a) and (b) The defence forces have been utilizing various coir products according to their requirements. The coir products are being procured from various firms including Kerala State Coir Corporation Alappuzha and Coir Board Kochi amongst others.

PAPERS LAID ON THE TABLE

[English]

THE MINISTER OF DEFENCE (SHRI A.K. ANTONY):
Sir, I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Institute for Defence Studies and Analyses, New Delhi, for the year 2005-2006, along with Audited Accounts.
- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Institute for Defence Studies and Analyses, New Delhi, for the year 2005-2006.

(Placed in Library. *See* No. LT— 5865/07)

- (2) A copy of the Notification No. S.R.O. 135 (Hindi and English versions) published in Gazette of India dated the 4th November 2006, making certain amendments in the Notification No. S.R.O. 1 dated the 31st December, 1992, issued under section 12 of the Army Act, 1950.

(Placed in Library. *See* No. LT —5866/07)

- (3) A copy each of the following Detailed Demands of Grants (Hindi and English versions):-

(i) Ministry of Defence for the year 2007-2008.

(Placed in Library. *See* No. LT— 5867/07)

(ii) Defence Services Estimates for the year 2007-2008.

(Placed in Library. *See* No. LT— 5868/07)

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): Sir, I beg to lay on the Table a copy of the Notification No. S.O.1340(E) (Hindi and English versions) published in Gazette of India dated the 22nd August, 2006 Containing Corrigendum to the Airport Authority of India (Lost Property) Regulations, 2003 together with an explanatory note.

(Placed in Library. *See* No. LT —5869/07)

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): Sir, I beg to lay on the Table—

(1) A copy of the each following Notifications (Hindi and English versions) under section 199 of the Railways Act, 1989:

- (i) The Rail Land Development Authority (Constitution) Rules, 2007, published in Notification No. G.S.R. 4(E) in Gazette of India dated the 4th January 2007.
- (ii) The Vice Chairman (Selection and Appointment) Rules, 2007, published in Notification No. G.S.R. 5(E) in Gazette of India dated the 4th January 2007.
- (iii) The Members (Selection and Appointment) Rules, 2007, published in Notification No. G.S.R. 6(E) in Gazette of India dated the 4th January 2007.
- (iv) The Independent Member (Selection and Appointment) Rules, 2007, published in Notification No. G.S.R.7(E) in Gazette of India dated the 4th January 2007.
- (v) The Rail Land Development Authority (Pay, Allowances, Terms and Conciliations of Service of members, officers and other employees) Rules, 2007, published in Notification No. G.S.R. 8(E) in Gazette of India dated the 4th January 2007.
- (vi) The Railways (Punitive charges for overloading of wagon) Rules, 2006, published in Notification No. G.S.R. 759 (E) in Gazette of India dated the 19th December 2006.

(Placed in Library. *See* No. LT— 5870/07)

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

- (i) Review by the Government of the working of the Mumbai Railway Vikas Corporation Limited, Mumbai, for the year 2005-2006.
- (ii) Annual Report of the Mumbai Railway Vikas Corporation Limited, Mumbai, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

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

(Placed in Library. *See* No. LT —5871/07)

THE MINISTER OF STATE IN THE DEPARTMENT OF HEAVY INDUSTRY, MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES (SHRIMATI KANTI SINGH): Sir, I beg to lay on the Table—

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

- (i) Statement regarding Review by the Government of the working of the H.M.T. Limited, Bangalore, for the year 2005-2006.
- (ii) Annual Report of the H.M.T. Limited, Bangalore, for the year 2005-2006, along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

(Placed in Library. *See* No. LT— 5872/07)

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI DINSHA PATEL): Sir, I beg to lay on the Table -

(1) A copy of the Petroleum (Amendment) Rules, 2007 (Hindi and English versions) published in Notification No. G.S.R.61(E) in Gazette of India dated the 2nd

February, 2007 under sub-section (4) of section 29 of the Petroleum Act, 1934.

(Placed in Library. *See* No. LT— 5873/07)

(2) A copy each of the following Notifications (Hindi and English versions) under sub-section (6) of section 3 of the Essential Commodities Act, 1955:-

- (i) The Motor Spirit and High Speed Diesel (Regulation of Supply, Distribution and Prevention of Malpractices) Amendment Order, 2007 published in Notification No. G.S.R. 18(E) in Gazette of India dated the 12th January, 2007.
- (ii) The Kerosene (Restriction on Use and fixation of Ceiling Price) Amendment Order, 2007 published in Notification No. G.S.R. 19(E) in Gazette of India dated the 12th January, 2007.
- (iii) The Solvent, Raffinate and Slop (Acquisition, Sale, Storage and Prevention of use in Automobiles) Second Amendment Order, 2006 published in Notification No. G.S.R.743(E) in Gazette of India dated the 12th December, 2006.

(Placed in Library. *See* No. LT —5874/07)

(3) A copy each of the following Notifications (Hindi and English versions) under section 10 of the Oil Fields (Regulation and Development) Act, 1948:-

- (i) S.O.1391(E) published in Gazette of India dated the 1st September, 2006, designating Directorate General of Hydrocarbons as the authority or agency, with effect from the date of publication of the notification, to exercise the powers and functions of the Central Government with a view to promoting sound management of the hydrocarbon resources in the country having balanced regard for environmental safety, technological and economic aspects.
- (ii) The Petroleum and Natural Gas (Amendment) Rules, 2006 published in Notification No.507 (E) in Gazette of India dated the 28th August, 2006.

(Placed in Library. *See* No. LT —5875/07)

MR. SPEAKER: Smt. Krishna Tirath.

12.03 hrs.

COMMITTEE ON EMPOWERMENT OF WOMEN

Eleventh Report

[Translation]

SHRIMATI KRISHNA TIRATH (Karol Bagh): If you permit, I would like to say something before laying papers because today is Women's day. I would like to thank you for allowing the women to speak first.

[English]

MR. SPEAKER: It is all right. You have already participated today morning. Today is the appropriate day that you are presenting your Committee's Report.

SHRIMATI KRISHNA TIRATH: Sir, I beg to present the Eleventh Report (Hindi and English versions) of the Committee on Empowerment of Women (2006-07) on the Action Taken by the Government on the recommendations contained in the Fifth Report of the Committee (Fourteenth Lok Sabha) on the subject 'Working Conditions of Women in Handicraft Sector'.

12.03¹/₄ hrs.

COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES

Report of Study Tour

[English]

SHRI RATILAL KALIDAS VARMA (Dhandhuka): Sir, I beg to lay on the Table a copy of the Report (Hindi and English versions) of the Study Tour of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes on their visit to Mumbai, Mangalore, Mercara(Coorg), Mysore and Bangalore during July, 2006.

12.03¹/₂ hrs.

STANDING COMMITTEE ON HEALTH AND FAMILY WELFARE

Twentieth and Twenty-first Reports

[English]

SHRIMATI MANEKA GANDHI (Pilibhit): Sir, I beg to lay on the Table a copy each of the following Action Taken Reports (Hindi and English versions) of the Standing Committee on Health and Family Welfare:—

- (1) Twentieth Report of the Committee on Action Taken by the Department of Health and Family Welfare on the recommendations / observations contained in the Sixteenth Report of the Committee on Demands-for-Grants (2006-2007) of the Department of Health and Family Welfare; and
- (2) Twenty-first Report of the Committee on Action Taken by the Department of AYUSH on the recommendations / observations contained in the Seventeenth Report of the Committee on Demands-for-Grants (2006-2007) of the Department of AYUSH.

12.04 hrs.

MOTION RE: THIRTY-FOURTH REPORT OF BUSINESS ADVISORY COMMITTEE

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Sir, I beg to move:

"That this House do agree with the Thirty-fourth Report of the Business Advisory Committee presented to the House on the 7th March, 2007."

MR. SPEAKER: The question is:

"That this House do agree with the Thirty-fourth Report of the Business Advisory Committee presented to the House on the 7th of March, 2007."

The motion was adopted.

12.06 hrs.

MATTERS UNDER RULE 377*

[English]

MR. SPEAKER: Matters under Rule 377 listed for the day, may treated as laid on the Table of the House.

(I) Need to allot Parvatpur Coal block to ONGC-CIL Joint Venture for Coal Bed Methane

[Translation]

SHRI CHANDRA SHEKHAR DUBEY (Dhanbad): Sir, through you, I would like to draw the attention of the Government towards the ambitious project of development of Talgodiya C.B.N, a joint venture of ONGC and coal India for extraction of methane gas from Jhariya and Raniganj coal bed and distributing it for commercial use. Two C.B.N. blocks were allotted for this purpose in 2002. Since then exploration and land acquisition work is going on. Crores of rupees have so far been spent on this project. The Government of India have also sanctioned Rs. 950 crore for this project. Now when work related to production of gas and its distribution for commercial utilisation is about to begin, the Ministry of Coal allotted Parvatpur coal block at the same place for mining of coal to a private coal company namely M/S Electro Steel Casting Ltd. in 2005. This was done despite the fact that Talgodiya block has already been allotted to the CBN development project of ONGC- C.I.L. The Blocks allotted to both these companies overlap each other.

M/s Electro Steel Casting Company is buying the land of the poor, harijans and Adiwasis instantaneously . Even the land of a well selected for C.B.N, has become a hurdle in the development of this private block because coal extraction and production of methane gas can not be carried out simultaneously on the same site.

It may be mentioned here that this project is related to the national priorities related to the expansion of public sector-Bokaro steel plant, revival of Sindiri fertilizer plant lying closed in the absence of gas supply, development of infrastructure in future and checking the accidents taking place in underground coal mines due to leakage of methane gas.

*Treated as laid on the Table.

[Shri Chandra Shekhar Dubey]

Therefore, I request the Government to protect the CBN Development Project of Public Sector Undertaking ONGC-Coal India (Joint venture) so that work of this ambitious project is completed at the earliest. If this project is blocked it will be a big blow for momentum of development in the country.

[English]

- (ii) **Need to give wide publicity to celebration of first war of Independence known as "Sepoy Mutiny" (1857)**

SHRI ADHIR CHOWDHURY (Berhampore, West Bengal): First War of Independence popularly known as 'Sepoy Mutiny' (1857) to be recently celebrated in various parts of the country in memory of those brave sepoy's along with unsung heroes. It is an acknowledged fact even substantiated by historical evidence that 17th native infantry stationed in Berhampore, District Murshidabad, West Bengal had rebelled against the operation and discrimination meted out to the Seepahis in the month of February, 1857. It is also a fact that the British officials instead of taking disciplinary action against those mutinous Sepoy's rather settled with them as they perceived any punitive action would have been proved disastrous for their existence in Berhampore. Later the same infantry was disbanded. Again this year (2007) also is remembered as the 250 anniversary of Plassey Battle which culminated in the defeat of Independent Nawab namely Seerajdullah.

I urge upon the Government to give necessary publicity of the said incidents so that the historical events are known to each.

- (iii) **Need to clear the proposal of the Government of Karnataka for development of airports at Gulbarga and Hassan**

SHRI IQBAL AHMED SARADGI (Gulbarga): The State Government of Karnataka had submitted a proposal for Development of Airports at Gulbarga and Hassan to the Union Government on 22.12.2004 and requested the Ministry of Civil Aviation to take up this project and complete it through Airports Authority of India. The State Government on 13.01.2005 has approved provision of land to Airports Authority of India and signing of Memorandum of Understanding with Airports Authority of India as well as to contribution of Rs. 10 crore each

towards the cost of setting up new airports at Gulbarga and Hassan. Since the Airports Authority of India did not show much interest in these projects, the State Government now has agreed to enhance the Capital Grant to Rs. 20 crore each.

The Air Deccan has come forward to start air services from these airports if required infrastructure is provided. The Government of Karnataka has agreed to provide Rs.20 crore each as capital grant to Airport Authority of India.

As these airports are very important and the State Government has been pursuing for the last two to three years, I urge upon the Union Government to kindly consider the request of Karnataka Government and approve these projects at an early date.

- (iv) **Need to re-construct an over bridge at the old site near Palanpur railway station in Banaskantha Parliamentary Constituency**

[Translation]

SHRI HARISINH CHAVDA (Banaskantha): Sir, there was an overbridge near main railway station of Palanpur in my Parliamentary constituency, Banaskantha. Two years back a new bridge parallel to that was built which was a two way carriage but this bridge was demolished to facilitate movement of double decker railway container wagons. Construction of a new bridge there has not been started even after lapse of long period which causes traffic congestion. There is always massive traffic jam on that place due to which people face inconvenience and the people who are held up in traffic jams miss their trains. I have brought this to the notice of the House and written letter to the Government in this regard but no meaningful action has been taken so far.

I, through this House, would like to request the Government and hon'ble Minister of Railways to construct a new bridge in place of demolished bridge to get rid of the problems of traffic jams to ensure smooth flow of traffic at the said place.

- (v) **Need to introduce a train from Mahua in Gujarat to Mumbai (Bandra) in Maharashtra**

SHRI V.K. THUMMAR (Amreli): Sir, Saurashtra is not getting the facility of railway as other areas of the country. The people of my parliamentary constituency are in fact getting nominal facility of railway. There is no direct train

service to other areas from my Parliamentary constituency. Though a meter gauge line from Mahua to Dhola in my constituency has been converted into broad gauge. But no direct train service to other areas has so far been introduced on this railway section. Therefore, a direct train service 'Diamond' can be started from Mahua to Bandra via Dhola Ahmedabad, Surat. The artisans who work in Surat and Mumabai have to travel from Saurashtra, but they have to face many difficulties in reaching Surat, Ahmedabad and Bandra. Hence a train namely 'Diamond Express' should be started to Bandra via Dhola, Ahmedabad and Surat at the earliest. Apart from this, there are only meter gauge platforms between Dhola and Mahua. Therefore, these platforms should be converted into broad gauge platforms.

I, through this House, would like to request that above works be sanctioned and implemented to ensure the industrial development of this region.

(vi) Need to set up Clinical Research Institute in the country and particularly in Madurai

[English]

SHRI N.S.V. CHITTHAN (Dindigul): Necessity breeds invention. The ever changing spectrum of diseases and its toll on human life has been a challenge to mankind. Clinical excellence has always been achieved in the field of medicine based on trials and experiments conducted across the years. This in fact has led to the emergence of newer therapies and cures for major ailments. Clinical research centres form the cornerstone of delivering and improving standards of care.

Clinical research aims to specifically answer a question about treating a disease through human participation, record based studies, clinical samples, animal studies or in technology developed for clinical use. It has a tremendous portentous potential to lift the standard of care from treating to curing diseases.

It is through these centres of excellence that the world has seen Nobel Laureates from centres like the Rockefeller Institute, Harvard, Oxford and Cambridge to name a few. These centres have been the silent temples through which standards of care have been helping us live longer through unique discoveries and inventions. Amidst the tremendous strides, our country is taking especially in the IT section we must strive to place India in the world map along with these institutes in promoting

newer technologies towards clinical excellence and research. For a population of 1 billion, we account for nearly 1/4th of humanity and we owe a moral responsibility in taking the lead role to safeguard and promote the health of our citizens. There is no dearth of talent in our magnificent land and given the opportunity along with a common political will to fund and support these kinds of institutes, we will soon have a multitude of findings from clinical research which could lead India to be a trendsetter in medical care.

Hence I urge the Government of India for setting up of Clinical Research Institutes in India particularly in Madurai District.

(vii) Need to provide adequate funds for effective implementation of various programmes under the National Urban Renewal Mission

[Translation]

DR. SATYANARAYAN JATIYA (Ujjain): Sir, there is need to establish a proper time bound system for financing and supervision for the effective implementation of various development schemes under the National Urban Renewal Mission. Besides, hundred per cent financing should be provided to achieve the targets of the technical-scientific measures for supply of safe drinking water in the urban and rural areas.

Provisions should be made for high quality of the road construction in rural areas under the Pradhan Mantri Sadak Yojana, building high quality bridges-culverts and construction of roads in accordance with the targets alongwith linking these roads with the villages.

The Central Government should make sufficient arrangements for the balanced development of the development schemes.

(viii) Need to expedite the completion of construction work of an additional bridge across river Tapi on N.H. 8 near Surat

[English]

SHRI KASHIRAM RANA (Surat): The project of construction of an additional bridge across river Tapi on NH-8 near Surat is held up since long time. Work was awarded to UPSBC but due to slow progress, NHAI is in the process of terminating the contract and thereafter new agency will be fixed. The work of fixation of new

[Shri Kanshiram Rana]

agency should be taken up on priority basis, as this is the only bottleneck having two lane configurations in entire four lane length of NHDP in Gujarat. On account of this bottleneck there are frequent traffic jams on Tapi bridge and it's approaches causing lot of hardship to traffic.

Surat, being one of the important industrial cities, needs four lanes connectivity urgently. Government of Gujarat is continuously receiving representations from Hon'ble MPs, MLAs, representatives of people and various organizations regarding slow progress of work.

In these circumstances, I urge upon the Government, to complete the construction of an additional bridge, immediately.

(ix) Need to provide adequate irrigation facilities in tribal areas of Bharuch, Gujarat

[Translation]

SHRI MANSUKHBHAI D. VASAVA (Bharuch): Sir, the irrigation facilities in the tribal areas of the country are negligible. Tribal people irrigate their land with the help of rain water and thus they are unable to grow crops whenever there is not sufficient rainfall. On the one hand, the Government is not making arrangements for irrigation in the tribal areas while on the other, dams and canals etc. are not being build due to the rules of the Ministry of Environment and Forests. Crops of tribal people is getting ruined constantly for the last 5-6 years in Dedimapada and Sagbada in district Narmada of my parliamentary constituency Bharuch due to lack of irrigation facilities.

I urge the Government to provide sufficient irrigation facilities in the tribal areas in my parliamentary constituency Bharuch alongwith the other tribal areas in the country.

(x) Need to expedite the completion of Jeypore-Malkangiri railway section in Orissa

[English]

SHRI PARSURAM MAJHI (Nowrangpur): The people of my Parliamentary Constituency of Nawarangpur are very much agitated due to the inordinate delay in the construction of Jeypore-Malkangiri and Jeypore-Nawrangpur line in Orissa. The survey of Jeypore-

Malkangiri line was complete in two phases. The estimate cost of this project is Rs.562.05 Crore and have a viable rate of return of 14.28%. Once this line is completed, it will provide rail connectivity to a sizeable population in Southern Orissa. But the construction of this line has not been sanctioned so far. Similar is the case with the survey of Jeypore to Nawrangpur. The survey of the sector was sanctioned in 2005. But due to the lack of funds allocation the survey work has not yet been started. Since these two projects are life-line for the people of my Constituency, it is urgently necessary that work on these two projects should be initiated. These projects will provide direct and indirect employment to a large number of tribals in the Naxalite affected undivided Koraput districts.

In view of this, I demand that the Jeypore-Malkangiri line should be sanctioned and the survey of Jeypore-Nawrangpur line be initiated with adequate provision so that the project are completed at the earliest.

(xi) Need to sanction a Kendriya Vidyalaya in Haveri district of Karnataka

SHR1 MANJUNATH KUNNUR (Dharwad South): Haveri is one of the most educationally, socially, economically backward districts in Northern part of Karnataka. Haveri is a newly formed District Head Quarters. There is neither a Kendriya Vidyalaya nor Central Syllabus system school in the District. Haveri town has a large number of multi-language population. Business trade centres and also a lot of Government of India and State Government officers are residing in Haveri town. Haveri is on the National Highway No. 4 having railway station and several Central Government employees and other semi Government employees are residing in the District particularly from Telephone Department, Banks, Post & Telegraph Department, etc. If the Kendriya Vidyalaya is sanctioned, the local authorities and the State Government are in a position to give land and other infrastructure benefits to the Kendriya Vidyalaya. There are more than 30% of minority population in this area. Apart from this there is a huge population of SCs, STs, Dalits and down trodden.

Under the circumstances, I would like to request the hon. Minister of Human Resource Development, through you, Sir, to look into the matter and direct the concerned authorities to consider the request for sanction of Kendriya Vidyalaya in Haveri Town in Karnataka.

(xii) Need to protect and renovate Brindaban Chandra and Radha Damodar temples in district Bankura, West Bengal

SHRI SUNIL KHAN (Durgapur): Sir, I urge upon the Union Government for the protection and renovation of Brindaban Chandra and Radha Damodar temples in village and P.O. Bon-Birsingha, under patrasayer P.S. in the district of Bankura.

The local authorities including Panchayats of Bankura District in West Bengal, have given their consent and urged Superintending Archaeologist, Kolkata Circle five years ago (vide letter NO. 101/2001 dt.25/05/2001) to do the needful. They had also drawn the attention of Hon'ble Minister of Culture and Information and Broadcasting, Government of India in this regard a number of times. Further, "No Objection Certificates" as well as consent letters from the present owners of the Temples have also been submitted. It is understood that the proposal fulfills the requirement for ASI protection, in every respect.

The people of Bankura district as a whole and especially the people of village and P.O. Bon-Birshingha, under patrasayer P.S. of Bankura district are concerned to find that no steps have been taken till date, causing grave resentment among the local people.

Further, a Museum of ancient manuscripts (Punthisala) which was set up in 1920 and presently being run by private initiative of "Centre for Study and Documentation of RARH Culture" in Vadul village of Bankura district of West Bengal also needs the attention of the Central Government. The Museum is frequently visited by eminent researchers and scholars from various Indian Universities as well as from abroad for research and documentation. So, I urge upon the Government to provide Central assistance for the preservation of three to four hundred years old, invaluable hand written manuscripts in Sanskrit, Bengali and Vaishnav literature kept in the Museum.

(xiii) Need to absorb all the retrenched workers engaged in the construction work of Railways in Kanyakumari district in the Trivendrum Division of the Railways

SHRI A.V. BELLARMIN (Nagercoil): Hundreds of workers were employed for several years during the construction work of Railways in Kanyakumari District. These workers were terminated, when the Railways started commissioning in 1989. This is in violation of Labour Laws and principles of Natural justice. Some of

them appealed in the Supreme Court and the Hon'ble Court ordered the Railway authorities to empanel them and absorb them against the future vacancies as 'Grade D' irrespective of age limit. Some of them registered their name with the panel. Some of them were refused registration. A very few of the registered workmen were provided employment. Many of them are awaiting their names in the Panel. Those who could not register their names are also awaiting, employment in Railways. They are languishing in poverty and most of them have become aged. They are denied reemployment on the ground of age-bar under the pretext of the Railway Board letter No. E (NG)II/CL/19 dated 28.02.2001. The Government should come forward to amend the said Railway Board letter in consonance with court judgments to absorb all the retrenched workmen in the Trivendrum Division of the Railways.

(xiv) Need to open a Central Government Hospital In Moradabad, Uttar Pradesh

[Translation]

DR. SHAFIQR RAHMAN BARQ (Moradabad): Sir, I want to draw the attention of the Government towards the health care services and hospitals in my parliamentary constituency district Moradabad, Uttar Pradesh. The hospitals constructed under Uttar Pradesh Government are not enough as it is a big industrial city. Being a city of brass industry, the number of patient of poor and middle class is higher who can not afford private hospitals in view of their economic condition. The Government has also formulated a scheme for modernization of the hospitals in the districts to the level of All India Institute of Medical Sciences.

I request the Government to open a big central Government Hospital and modernize the hospitals there soon as per its scheme in view of this main problem of my district Moradabad.

(xv) Need to promote the use of Hindi in the working of Supreme Court and other regional languages in High Courts

SHRI HARIKEWAL PRASAD (Salempur): Sir, 57 years have passed since institution of India came into effect in the country but the dreams of our founding fathers have not been completed so far. They had made provision in the Constitution that Hindi would be made the working language in place of English within 14 years of its coming into effect. But, the use of English kept increasing instead

[Shri Harikewal Prasad]

of decreasing. A clear provision has been made in section 1 of article 348 of the Constitution that English will remain in the High Courts until provision for a regional language is made in place of English by the parliament through law. It is most regrettable that English is being used in the Supreme Court and the High courts in most of the States even after so many years of freedom while Hindi and regional languages are neglected. The common man cannot understand the working of the courts in English and becomes a victim of exploitation. Therefore, the language spoken by more than 50% people in an area should be made the working language of the High Court in that State.

I, through this August House, urge the Government that it should provide for urgently to make Hindi and the regional languages as the working language in the Supreme Court and High Courts honouring the section 1 of article 348 of the Constitution of India.

(xvi) Need to expedite the gauge conversion from Sakari to Nirmali and Jhanjharpur to Lokha Bazar in Samastipur Rail Division

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Sir, the important work of gauge conversion is going on in Darbhanga-Jainagar section in Samastipur division of Eastern Railway. With the start of this work the direct train service to the Commissionery headquarters Darbhanga for the passengers of Sakari-Nirmali section and Jhanjharpur-Lokha Bazar section has been discontinued for ever. Direct train services from Darbhanga to the farther cities like Delhi, Kolkata, Mumbai etc. are available. Thus, it has become quite difficult and inconvenient for the passengers of these two rail sections to travel upto Darbhanga for reaching the Commissionery headquarters and also for catching trains of the farther cities. The work of gauge conversion on Saharsa Junction - Forbisganj, Sakri-Nirmali and Jhanjharpur-Lokha Bazar sections was included in the budget for the year 2003-04 at an estimated cost of Rs. 355.81 crore for which funds have to be arranged from the funds meant for safety.

In view of the difficulties being faced by the passengers of Sakari-Nirmali and Jhanjharpur-Lokha Bazar rail sections, there is a need to expedite the work of gauge conversion on these sections which has already been included in the budget for the year 2003-04.

(xvii) Need to accord B2 status to Puducherry

[English]

PROF. M. RAMADASS (Pondicherry): Puducherry, the capital city of the Union Territory of Pondicherry, remains as a Class 'C' city since the advent of independence in 1954. Much water has flown in the last 52 years and the city has grown both in size and quality. This is one of the most dynamic cities in the country where the growth of urban population is higher than the national average and it is ranked fourth at the All India level in terms of urban population growth. The city is the only capital city in the whole country which remains 'C' despite all characteristics of any other towns of India. The Ministry of Home Affairs and the Standing Committee on Home Affairs have recommended the grant of B2 status to the city of Puducherry. Recently the Ministry of Urban Development has recognized this city for its implementation of JNNRM Scheme. But the demand is not conceded on only one ground that the city has a population exceeds 5 lakhs. When we take the population of the city and its urban agglomeration into account the population exceeds 5 lakhs. But honorable exceptions for 5 lakh population norms has been given for certain special circumstances. For instance, Portblair which has an urban population of about 1.5 lakh population, Punjab which has less than 2 lakh urban population have been granted B2 status. The special circumstances surrounding these two towns are equally found in the city of Puducherry. Besides, the city is now evolving as an educational hub, technological city attracting large number of tourists. The rents are very high when compared to the neighbouring towns. The demand for B2 status has been voiced by me several times in the Parliament and outside. The people of Puducherry and the Government of Puducherry have also clamoring for B2 status. At least now the Ministry of Finance should assess the justification of B2 status and grant it to Puducherry.

(xviii) Need to review the increase in excise duty on hand made Beedi

SHRI KINJARAPU YERRANNAIDU (Srikakulam): For the year of 2007-2008, it has been proposed, inter-alia to increase the rate of excise duty on non-machine made beedis from Rs. 7 to Rs. 11 per thousand. As you are aware we had requested to revoke the notification issued by Government of India prescribing "Skull, Bones & corpse symbol" on the labels of the beedi products as it affects millions of people, especially women, who will be thrown

out of the employment. In Andhra Pradesh, particularly in North Telangana region (Karimnagar, Mahabubnagar, and Adilabad Districts) more than million women workers, mostly belonging to weaker sections, have been employed to roll beedis with the dried leaves and other material provided by the beedi companies. Consequent upon the issue of notification several beedi manufacturers have stopped their business throwing lakhs of people out of employment. This is a labour intensive trade employing the artisans, especially women. The tribal women folk are employed to collect the beedi leaves from the forest areas. On an average they earn Rs. 100/- per day. If this will be applicable in the state, it will adversely affect the Beedi workers. This will result in the closure of Hand Made beedi manufacturing units and throw out millions of beedi rolling workers out of employment. If they have no employment they cannot make out their living without any working alternative. As such I request the Government of India to withdraw the proposal to increase the rate of excise duty on non machine made beedi from Rs.7 to Rs. 11 per thousand, as proposed in para 149 of the Budget proposals for 2007-08.

(xix) Need to provide Incentive over and above Statutory Minimum Price of Sugarcane to the farmers of Uttar Pradesh

[Translation]

SHRI MUNSHI RAM (Bijnor): Mr. Speaker, Sir, district Bijnor occupied foremost position in India in the matter of highest production of Sugar. Western Uttar Pradesh comprises of Bareilly, Moradabad, Saharanpur, Meerut and Agra divisions. The Uttar Pradesh Government had announced Rs. 13 more per quintal as incentive for the farmers of Western Uttar Pradesh in the Year 2005-06. One of the conditions put therein stipulated that the profit making sugar mills would compulsorily pay the said incentive to the farmers. Payment to farmer in Moradabad division has been withheld by holding it to be part of Central Uttar Pradesh. Private Mills in Moradabad division even made the said payment of Rs. 13 extra per quintal. But in district Bijnor where there are cooperative as well as two mills of the corporation, Nizamabad, Bijnor and Chandpur mills are earning profit of Rs. 22 crore, Rs. 16 crore and Rs. 14 crore respectively and hence they were capable of making the said payment. The management Committee of the Kisan Cooperative Sugar Mill passed a proposal approving the payment of Rs. 13 extra per quintal as incentive to the farmers and conveyed the feelings of farmers to the Chief Minister of Uttar Pradesh;

Sugarcane Commissioner, Uttar Pradesh, Managing Director, Uttar Pradesh Sugar Mill Federation, Lucknow. After this, I too put this demand in writing before the Uttar Pradesh but the said incentive amount has not been paid to the farmers as yet.

Though this august House, I put forward my demand for making early payment of remunerative price of the produce of the farmers to avoid disappointment to the sugarcane growers of that region.

(xx) Need to provide funds to one school in each district for the promotion and development of sports at grass root level

[English]

SHRI JOACHIM BAXLA (Alipurduar): The performance shown by Indian Sports person in recent past has deteriorated. There are so many factors which count on this, such as poor infrastructure facilities given to the players, lack of funds, process of selection, and so on. The Government is hosting Common Wealth Game in 2010 and only talking about the preparation of game site, construction of roads, infrastructure, hotels, etc., but not at a single point of time it talked about the performance of Sports person or about their hardships. When out, Sports person are not being given good facilities at grass root level, how can we think to get good performance from the Sports person? Earlier Central Government used to give funds to any one School in each district in every State for promotion of Sports at grass root level, but that has also been stopped. Sir, I would humbly request the Hon'ble Minister of Youth Affairs and Sports to immediately give funds to any one School in each district in every State for development of Sports at grass root level, as being done earlier and also request him to look how the performance of our Sports person improves in the near future.

[Translation]

PROF. VIJAY KUMAR MALHOTRA (South Delhi): I had requested you about Shri M.K. Subba. ...*(Interruptions)*

[English]

MR. SPEAKER: The matter is under my consideration.

[Translation]

PROF. VIJAY KUMAR MALHOTRA: I want to point out only what you had decided earlier that in such cases

[Prof. Vijay Kumar Malhotra]

the Member concerned should be requested and he should not attend the House till a decision is taken.

....(Interruptions)

[English]

MR. SPEAKER: It is based on some newspaper reports. I have not seen it. You at least give me a day's time.

....(Interruptions)

[Translation]

PROF. VIJAY KUMAR MALHOTRA: You have taken suo-mato notice in this matter.(Interruptions)

[English]

MR. SPEAKER: Shri Malhotra, you are really making reflections on the Chair. This is not appreciated. You are not giving me even 24 hours time. I have said I am looking into it. Without seeing anything how can I say?

All the leaders agreed on the last occasion. I did not do anything on my own. Please do not impute motives. This is not fair.

[Translation]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): How can he comment on this?(Interruptions)

MR. SPEAKER: This is not fair.

SHRI PRIYA RANJAN DASMUNSI: Why should he go? What wrong has he done? It is a matter under his consideration. You cannot make any comment on it.(Interruptions)

MR. SPEAKER: I can only say that it is very unfortunate. I did not do anything without consulting the leaders last time. I did it with everybody's concurrence. You are not giving me even 24 hours time and you are imputing.

PROF. VIJAY KUMAR MALHOTRA: I am not imputing. I am only saying

[Translation]

You debar him as well and call all the leaders.(Interruptions)

[English]

MR. SPEAKER: You are imputing. I have already taken a move in this matter and trying to find it out. Do not pressurize me. If you do not like me, there are ways out.

PROF. VIJAY KUMAR MALHOTRA: It is not the question of not liking you.(Interruptions)

MR. SPEAKER: Yesterday, you mentioned it and I have said that I am going into it. And you are saying, "Last time, you did it. Why not this time?" What else is imputation? What is imputation otherwise?

....(Interruptions)

SHRI ANANTH KUMAR (Bangalore South): Sir, we request you to direct him to leave the House.(Interruptions)

MR. SPEAKER: I will do whatever I think is the best. I will do justice according to my conscience.

....(Interruptions)

SHRI PRIYA RANJAN DASMUNSI: Sir, you have to decide the matter. We have no comment on that. The rule is very clear. If any allegation is made against a sitting Member, under rule 357, he has the right to reply. That will be decided by the Speaker and not by you and me.(Interruptions)

MR. SPEAKER: Please take your seat. We will take up item No. 12 now.

....(Interruptions)

MR. SPEAKER: Nothing is being recorded.

....(Interruptions)*

Shri Jual Oram (Sundergarh):

MR. SPEAKER: If this is being done, then I will be forced to take action. In future, I will take action. You will see that I will take action. All honourable leaders are present here. Shri Malhotra, I would like to know whether you are approving this comment.

....(Interruptions)

*Not recorded.

PROF. VIJAY KUMAR MALHOTRA: We will have a meeting again. I would request you to call the leaders for a meeting.

MR. SPEAKER: But what has he said just now? Are you approving this comment?

...(Interruptions)

SHRI PRIYA RANJAN DASMUNSI: He cannot say like that. ...(Interruptions)

MR. SPEAKER: Shri Malhotra, this is very very unfortunate. In the presence of all the leaders, this is being alleged and by silence, you are approving it.

...(Interruptions)

MR. SPEAKER: I do not know to which level we are bringing down this House. Nothing is being recorded. Do not say these things. It will become a matter of joke. It seems nobody has any respect in this House.

...(Interruptions)*

MR. SPEAKER: By demeaning the Chair, you are demeaning the House. We are towards the end of the discussion on the Motion of Thanks on President's Address. I have the hon Prime Minister to reply. But there is a request from Shri Devegowda to speak. I hope he will not take much time. I am allowing him with a request not to refer to the controversial subject and he has agreed not to refer to that subject which is agitating the minds. He has agreed to it and on that basis, I am allowing him to speak.

12.09 hrs.

MOTION OF THANKS ON THE PRESIDENT'S ADDRESS

MR. SPEAKER: Let us now take up item No. 12, namely, Motion of Thanks on the President's Address.

SHRI H.D. DEVEGOWDA (Hassan): Respected Speaker Sir, I promise you that I am not going to refer to the Cauvery issue and I do not want to disturb the House when the hon. Prime Minister is going to reply on the Motion of Thanks on the President's Address.

Sir, our great nation this year is celebrating the 60th anniversary of its Independence. We are also commemorating the 150th anniversary of the First War of Independence and the centenary of the Satyagraha. As the hon. President appropriately put it, these are occasions for us to renew our commitment to building a strong, modern, inclusive, secular and dynamic India. But equally important on such occasions is that we do some sincere introspection about the state of our nation, the health of its democracy, the credibility of its institutions, the implementation of the constitutional provisions, the plight of our farmers, workers, tribals, weaker sections of the society and the minorities.

Certainly, it is a matter of pride for any Indian that the rate of growth of national income is expected to touch nine per cent, but is this mere statistics on paper? Have we been successful in ensuring that it reaches the teeming millions in our remote and far-flung areas? Does it reach our farmers in the drought-prone areas of the country? Does it include the poor and landless, the dalits, the backward communities and the minorities, the urban slum dwellers?

The Parliament is one institution where the poorest of the poor feel their voices would be heard. People bear heat, cold and rains to stand in long queues to elect their representatives to this august House, but it would be a grave injustice if they get an impression that their concerns, grievances, feelings and sentiments are not allowed to be echoed in the hallowed portals of Parliament. Can the compulsions of coalition politics and the exigencies of power play be allowed to become so strong so as to gag and not to allow the cries of five and half crore citizens of the country to find expression through their elected representatives in the country's highest decision making forum, to whichever State they may belong? Can a discussion in Parliament be an invitation to strife and discord, as it is made out to be? Are these signs of a mature and vibrant democracy that we take pride in? Or is it symptomatic of the decline in the institutions and values of democracy? The nation is watching and the posterity will surely demand an answer. The hon. President had begun his address with a poem, which said:

"When there is harmony in the home, there is order in the nation and when there is order in the nation, there is peace in the world."

*Not recorded.

[Shri H.D. Devegowda]

Charity begins at home and let that message of harmony go from this august House. Let the world know that when it comes to national issues, this Parliament thinks, behaves and acts as one nation and not as divided principalities of British India. There cannot be a greater tribute to our freedom fighters on this 60th anniversary of Independence and 150th anniversary of the First War of Independence.

Sir, though I promised you that I would not take up that particular issue, I would like to only say that all the MPs belonging to the State of Karnataka had requested you to allow a discussion under 193 on that subject. That is all. We do not want to disturb the proceedings of the House. ...*(Interruptions)*

MR. SPEAKER: What is this going on?

...*(Interruptions)*

MR. SPEAKER: Shri Shivanna, why are you standing?

...*(Interruptions)*

SHRI H.D. DEVEGOWDA: Sir, I appeal to you and to the hon. Minister for Parliamentary Affairs that whenever the time is permissible to you, you please allow us to have our say, and let our friends also have their say. There is no question of any dispute on this issue. Let us have a frank, cool and calm discussion so that we can exchange our ideas, our views and we can solve the problem. ...*(Interruptions)*

MR. SPEAKER: I can only say that more and more we are showing that we are not fit for democracy. We are no longer fit for parliamentary democracy. Will you please sit down?

...*(Interruptions)*

SHRI H.D. DEVEGOWDA: Sir, I know my limitations. ...*(Interruptions)*

MR. SPEAKER: Who has told you that it will not be discussed?

...*(Interruptions)*

SHRI H.D. DEVEGOWDA: The hon. Minister of Finance, Shri P. Chidambaram is present here. In 1991 when the matter was discussed when late Shri P.V.

Narasimha Rao was the Prime Minister, my colleague, Shri T.R. Baalu was not there at that time. ...*(Interruptions)* In this very same House, we have discussed this issue for four hours. ...*(Interruptions)* Sir, if you kindly permit us, we will accept and if you do not permit us even then we do not want to discuss this issue. ...*(Interruptions)*

MR. SPEAKER: It is a very sensitive issue. I know the Chair has no respect in this House. We have sufficiently decimated its authority. You do not have the simple courtesy to hear what the Chair is saying in this House. You dispense with this.

You know very well that I have agreed to allow a discussion. I had only said that time will be decided at the appropriate occasion and you had agreed with me. It was said that I should give priority to complete the Financial Business after the President's Address. I have never said that it will be denied. Unfortunately, you have made a reference as if I have rejected the notice under Rule 193. I have not rejected the notice. When you asked me for an opportunity to speak on a very important subject of the President's Address, you had said that you will not refer because you know what is happening. Let there be a structured debate which I want. But some references on that issue will always create problems. We have to hear the hon. Prime Minister of this country replying to a very important debate.

Therefore, I can assure you that there is no intention on the part of the chair at least, so long as I am here, to deny any discussion. Please for heavens sake do not impute motives to the Chair. I am not attracted to this position. I can assure everyone in this House. It will not take me half a second to get out of this.

THE PRIME MINISTER (DR. MANMOHAN SINGH): Mr. Speaker, Sir I join all the hon. Members of this House in expressing our gratitude to the respected Rashtrapatiiji for his inspiring Address which sets out the broad strategies, policies and programmes of our Government, the challenges that we face and the manner in which these challenges that we face can be converted into opportunities to build a new India, which has an inclusive growth process, which helps to integrate all regions of our country, all sections of our community, a growth process which will enable us to pursue a path which integrates our country, unites our people and does not divide them on various grounds.

Sir, our primary concern, as a nation, is to work steadfastly for the removal of mass poverty, ignorance and disease which still afflicts millions and millions of people in our country. Considerable progress has been made to soften the harsh edges of extreme poverty. But we have a long journey ahead of us and the primary concern of our Government, whether in dealing with internal matters or external matters, is to widen the opportunities for the progress of an inclusive growth process which will make all sections of our community effective partners in the process of development.

I have always believed and I have had an opportunity to express these views before, that the problems of mass poverty, ignorance and disease which afflict large segments of our population can best be dealt with only in the framework of a rapidly expanding economy. I say with some satisfaction that in the three years that our Government has been in office, we have set in motion a growth process which promises that in the years to come, if we remain faithful and steadfast in the pursuit of this inclusive growth process, we will be able to make a significant dent on problems of poverty and unemployment.

Our economy in the last three years that our Government has been in office has grown at an average annual rate of 8.3 per cent per annum. This year, the growth rate will probably exceed 9 per cent. ...(*Interruptions*) We have, for the first time in our history, managed to raise our investment rate to 34 per cent of our GDP. We have managed to raise our savings rate close to 32 per cent of our GDP.

Everybody knows that the demographic profile, the proportion of people belonging to the working age is rising in the next 10 to 15 years. If we can find productive job opportunities for this youthful population, that will further boost the rate of savings, the rate of investment and our ability to deal with problems of poverty and mass deprivation.

Having said that, I would like to emphasise that while growth is a necessary condition for tackling the enormous social and economic problems that our country faces. But it is not a sufficient condition. Therefore, we need to pursue a purposeful strategy which will ensure that the growth process benefits all sections of our population; that our farmers see the benefits of growth; that our policies and programmes should be such as to improve the productivity of our agriculture; that our policies and programmes should reduce the regional disparities which

characterised our past development profile and that the processes of growth must give a particular ray of hope to the disadvantaged sections—whether they are Scheduled Castes, Scheduled Tribes, Other Backward Classes, minorities, to our women and our children. These are the concerns which should not divide this House. These are concerns which should unite all sections of our population.

When I listened to the debate, I was encouraged by the fact that despite our party differences, there is a broad agreement in this House that we should move in a particular direction, that we must also pay attention to the fact that growth processes must benefit all; that the needs of agriculture and the needs of our farmers must be attended to on a priority basis, that in the process of growth, if inflation becomes a problem and it brings agony and hardship for the poorer sections of our society, that also has to be dealt with on a priority basis.

Sir, I assure you that that precisely is the concern that I have, that our Government has and we will remain steadfast in pursuing the path of inclusive growth. What do I mean by inclusive growth? Pandit Jawaharlal Nehru defined the broad contours of economic policy for our country. Panditji used to say, agriculture cannot wait and he was right. But he also taught us that the destiny of a country as large and as diverse as India lies in aggressive industrialization of our economy. This does not mean that we should not pay attention to improving agricultural productivity. But we have to recognize that in a country like ours where the average size of landholding is so small; there are limitations to what you can do to improve agricultural productivity. The long-term solution to that problem has to be to take people away from agriculture, to manufacturing, to services and to other non-agricultural pursuits and it is in this context the industrialization of our country, creating an environment in which industry can create lot more jobs than before, becomes relevant. It is this concern that unites the people of this country.

I know there are issues which cause concern to this House, whether a particular process of industrialization is leading to loss of availability of land at a pace which has undesirable consequences. Those concerns have to be taken on board. But I do sincerely believe that my friend Buddadeb Bhattacharyjee is right when he says that the time has come in this country to work steadfastly to rapidly industrialize its economy. Therefore, I draw satisfaction from the fact, from the debate that has taken place, that

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despite party differences, our country is united about the direction in which we are moving.

Sir, Advaniji and many other hon. Members referred to the problems of agriculture. I do admit that the pace of progress in agriculture in recent years has not been adequate. It falls far short of what we need and we should do a lot more to accelerate the growth of our agriculture, growth of agricultural production and growth of agricultural productivity. How are we going to do it?

Sir, we need to place greater emphasis on the expansion of the area under irrigation. Irrigation is a priority concern of our programme of Bharat Nirman. This will also be an important focus of the 11th Five-Year Plan which is going to be launched from next month.

Sir, we need a technological breakthrough to improve the productivity of dry land agriculture. The recently-established National Rainfed Area Authority will attend to this task on a priority basis. The need for rapid expansion of institutional credit for our agriculture will be attended to with determination. I recognize that in some parts of our country, indebtedness of farmers constitutes a major burden. We have appointed an Expert Group under Dr. Radhakrishnan to look into this matter. We shall process this report speedily as soon as it is received.

Sir, the modernization of agricultural research and extension service will receive priority attention. Districts characterized by agricultural distress have been identified. Area specific strategies have been put in place to deal with the problems of these districts. In addition, all these districts will now be covered by the National Rural Employment Guarantee Programme which will provide a valuable social safety net for the rural poor and the deprived sections of our rural population.

Sir, as the House knows, this programme will now cover 330 districts and in the Eleventh Plan, our intention is to cover all the rural districts of our country. In addition, the Bharat Nirman, a Programme designed to develop rural infrastructure with emphasis on irrigation, rural roads, rural electrification, safe drinking water and rural housing will also make a major contribution to improving the quality of rural infrastructure. The Backward Regions Grants Fund will also focus on improving the quality of rural infrastructure in backward districts. My own feeling is that if the programmes that we have identified are well implemented, they will make a handsome contribution to softening the harsh edges of extreme poverty. A great

responsibility rests on State Governments as well as on the Central Government in improving the quality of governance and to plug loopholes in the effective implementation of these programmes.

Sir, I wish to assure this House that our Government takes very seriously the challenge of near stagnation in our agricultural production in the months that lie ahead. We will work steadfastly to identify the problems as they vary from one part of our country to another. I have asked the Planning Commission to work out area specific regional plans for the development of our agriculture. We are going to call a meeting of the National Development Council specially to focus on the problems of agriculture and what needs to be done to revitalize our rural economy.

Sir, several Members have expressed concern about the rise in prices. I do share their concern. But Sir, I am convinced that the measures that we have put in place, both on the demand side and supply side, will help us to moderate inflationary pressures in months to come. Already there are indications that the rate of inflation has declined by nearly one percentage point in the last two weeks. Those figures are available.

However, I would like the House to appreciate that we are trying to curb inflationary pressures without adversely affecting the strong growth impulses which now characterize our economy. Supply side shortages can be relieved through imports, but our effort has been to bring in these imports without affecting the profitability of domestic agriculture. Also international prices of wheat, maize and vegetable oils have gone up, partly due to crop shortfall and partly because of increased demand for use in production of bio-fuel all over the world. Thus it becomes difficult to control domestic prices when international prices of both petroleum products and food grains are experiencing a rising trend.

However, the monetary measures taken by the Reserve Bank to moderate growth of money supply, the measures announced by the Finance Minister to reduce customs duties on essential commodities and arrangements being made to augment domestic supplies through imports will, I am convinced, have the desired effect.

In the medium term, of course, we must evolve a more effective strategy to increase production of food-grains, vegetable oils and pulses, and this will be a priority

concern of our Government during the Eleventh Five Year Plan. As I have already mentioned, I am asking the Ministry of Agriculture and the Planning Commission to prepare region-wise plans for revitalizing our agricultural economy. These plans will be discussed at a meeting of the National Development Council which is being called specifically to discuss the problems of revitalizing our agriculture.

Sir, I do not want to go into the details of problems that have arisen with regard to the management of our nation's water resources. All that I can say is that the management of our water resources and putting in place viable and effective arrangements for the resolution of inter-State disputes is critical for sustained development in years to come. I call upon all the political parties to treat water as a national resource and not an issue which should divide our people. We should all work together in a spirit of national unity and harmony to resolve these issues.

Advani criticized the Government for not paying adequate attention to internal security. The hon. Leader of the Opposition, Advani, commented that the President's Address has not paid enough attention to it. He may have been satisfied with more words, but let me assure him that in terms of real hard work on the ground, our Government and our Home Ministry have a better track record to show than that of the previous Government. Be it the North-Eastern Region, be it Jammu and Kashmir or be it the naxalite-affected districts, the overall internal security situation today is far better than what we saw during the previous Government. Even when we have had terrorist incidents like the ones we saw during the NDA rule, we have not had a breakdown of law and order and an upsurge of communal violence of the type we saw in Gujarat. Compare the violence after the Godhra incident in Gujarat to the situation in Maharashtra after last year's Mumbai blasts.

Mr. Speaker, Sir, I agree that we could have waxed eloquent through the President's Address about all the work being done to minimize the loss to human lives after such ghastly terrorist acts. That would have added several paragraphs to the speech. Let me take this opportunity to compliment our security and police forces for the exemplary manner in which they handled the situation, be it in Mumbai, be it in Malegaon, be it in Assam or be it in Nagpur, where a plan to attack the RRS headquarters was foiled. More importantly, our Government ensured that there was no communal

violence as a consequence of such terrorist attacks. Rather, in Mumbai, we saw people coming out in thousands to stand up for peace and communal amity.

Sir, we have been working in tandem with State Governments to tackle threats to internal security. I do not wish to minimize any of these threats whether they be from terrorist elements or naxalite elements. I myself have held a conference with Chief Ministers on this important matter and committed Central support to any action by State Governments to improve their security situation.

As far as naxalism goes—and this is the most widespread internal security threat as seen in the recent shooting of a sitting MP of this House—we have consistently followed a two-pronged approach to tackling this menace.

On one front, we have been resolutely supporting States in improving the performance of security and police forces taking up anti-naxal action. We are supporting them in cash and kind. We are supporting them through training, intelligence sharing. We are promoting greater coordination between States. At the same time, we are not ignoring the deep rooted causes giving rise to disaffection among tribals and other sections in some parts of our country.

The National Rural Employment Guarantee Act, the conferment of land rights on tribals in forest areas, the Backward Regions Grant Fund - all contribute to improving the economic lot of people living in naxal affected areas. The aim is to ensure that they too benefit from the positive effects of the growth processes taking place in the rest of the country and avoid straying into the path of violence.

Mr. Speaker, Sir, Shri Advani ji referred to Assam and stated that ULFA was not even mentioned. He wanted to know what we were doing to identify and deport illegal immigrants. At the outset, let me say that I have always condemned violence and extremism in Assam as elsewhere and never hesitated to say that we can negotiate only with those who want peace, not with those who kill innocent people. We will never hesitate to sit down and talk to a fellow Indian - howsoever misguided he or she may be - if such conversation can bring peace to our people. But we will never compromise the unity and integrity of our country or allow those who kill innocent people to go unpunished. It is with this in view that we began a dialogue with the People's Consultative

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Group so that it may gradually extend to ULFA as well. As talks did not make headway, we continued with action by security forces. Mere mention of one insurgent group or the other will not serve any purpose. What is required is the will and resolve to maintain peace and order and defeat any terrorist designs. About this, there should be no doubt whatsoever about the firmness of our resolve.

Sir, as for the reference to IMDT, let me clarify the matter. In Assam, large elements of the minority community generally fear that the process of detection of foreigners could degenerate into an instrument of harassment of minorities. It is for this reason to re-assure them, not to protect illegal immigrants but to protect genuine citizens of our country that the IMDT Act was enacted. I know that the IMDT Act was struck down by the Supreme Court. Then, we acted under the existing Foreigners (Tribunal) Order, 1964. A separate procedure for detection of illegal migrants was laid down for Assam which was also struck down by the Supreme Court as being unnecessary. Our intention - and I would wish to state this categorically - was only to prevent undue harassment of genuine Indian citizens. We respect, of course, the decision of the Court and have continued to work under the existing laws for detecting illegal immigrants. Tribunals have been constituted under the 1964 Order and work is going on. There is no laxity or lack of commitment on our part in detecting and deporting illegal migrants.

Mr. Speaker, Sir, several Members - Shri Basudeb Acharia and Shri Ramjilal Suman - were concerned about the unemployment situation in the country.

I believe, as the hon. President said in his Address, that "India will be able to gain from a demographic dividend only if we invest in the capabilities and the intellectual and emotional development of our children." Therefore, we need to generate gainful employment opportunities for our youth, and at the same time equip them to take advantage of these opportunities. The rapidly growing economy is the best generator of jobs. We are giving a deliberate tilt in favour of sectors that create new jobs, such as manufacturing, textile, agro-processing and services.

In rural areas, the NREGA provides a basic minimum social safety net to the rural poor in the form of 100 days of assured employment. Simultaneously, the youth are being equipped through the modernization of ITIs, the Vocational Educational Mission, and the recently

announced scholarship scheme from Class VIII to Class X. I am certain that our effort at making our workforce more skilled and capable is going to be, in fact, the biggest driver of inclusive growth in the coming years. I foresee India becoming a manufacturing hub of the world for many products, the workshop which it was famed to be centuries ago.

Sir, some hon. Members, Shri Basu Deb Acharia, for example, have referred to the Special Economic Zone Policy. As I said, we need to industrialize. And, if we do need to industrialize, we need to encourage industries, which will be labour-intensive. If certain incentives have to be given, I think, those have to be given. We must recognize that today skilled labour as well as capital are internationally fully mobile. Therefore, our system of incentives has to be competitive enough to attract more capital, both domestic and foreign. But this does not mean that everything that is being done is sacrosanct. My colleague, Shri Pranab Mukherjee, is heading a Group of Ministers to review the approach to Special Economic Zones, to find out if there are any pitfalls in the present policy framework. It will be our intention to redress whatever genuine grievances there may be. If we have made a mistake in enacting particular elements of the Act, we do not stand on any formality; we will make necessary corrections.

But I would like to say that the Special Economic Zone controversy has given rise to the much due longer term debate, that is, with regard to the problems of rehabilitation and resettlement of dispossessed families from the areas which are taken over for public purposes under the Land Acquisition Act. I do recognize, that there is a need for a more humane approach, which takes into account the problems of all those who suffer as a consequence of land having been taken away from them, and it will be our effort to come up with a more humane Rehabilitation and Resettlement Policy taking into account their needs.

Sir, there was a mention in the statement of the hon. Leader of the Opposition that the President's Address made no reference to the Report of the Administrative Reforms Commission on ethics in governance. Sir, there are other reports also that our Government has commissioned. I attach great value to these reports because they bring together valuable ideas on governance and policy. I hope, the House will find time to discuss and debate these reports. I do sincerely believe that in the longer run, it is ideas rather than vested interests that hold sway on policy.

I thank all those who have been associated with this intellectual effort of generating new ideas to give a new direction to development and governance in our country. As Karl Marx once observed, "When ideas capture the people's minds, they become a material force."

Some hon. Members, including Shri Ilyas Azmi, have expressed concern at the corruption in development programmes launched by the Government and leakages in expenditures. I share their concern. We need to have much better leakage free implementation of many of our programmes if we have to achieve the desired outcomes. The thousands of crores of Rupees that are being funneled into development programmes will not bear fruit unless they are spent wisely and ethically. The rural development and other programmes which have been launched in the last three years make available for each district Rs.150 crore to Rs.200 crore each. That is a large sum of money. If spent wisely, they can bring about a softening of the harsh edges of extreme poverty to a very considerable degree. The State Governments and local bodies, however, have a major role in ensuring this.

The Right to Information Act goes to some extent in bringing in accountability into governance. At the same time, we need a change in the mindsets if we have to root out corruption. Our Government will work with States in ensuring that outcomes of development programmes match outlays.

Mr. Speaker, Sir, I must share the concern expressed by many speakers, including Shri Madhusudan Mistry, who moved the Motion of Thanks, with regard to the resurgence of communalism and the signs of intolerance in parts of our country. He mentioned in particular the penchant to ban screening of films and the free expression of opinion in some parts of our country. Sir, the UFA Government came to power because the people of our country rejected the forces of communalism and sectarianism. Our inclusive culture and our inclusive civilisational inheritance have no space for such intolerance.

Mr. Speaker, Sir, we are an open society. Some ask whether we are becoming an open society with a closed mind. I certainly hope not. The UFA will never allow anyone to weaken our democratic traditions. At the same time, we will never allow any force to break the unity of our people. We remain committed to our Constitutional and national values of secularism and pluralism. I share the concern expressed by the hon. Members about signs

of communal resurgence and sectarian intolerance. We too receive such reports from different parts of the country. I assure all Members, and every citizen of our country that we will fight communalism and sectarianism in all their forms and manifestations. We will defend the secular and pluralistic basis of our democratic Republic.

Some hon. Members have referred to the need to ensure that minorities too benefit from our growth processes and to ensure that they are not left behind. I share their concern. The Sachar Committee has brought out the stark reality about the conditions of the Muslim community in our country. The New 15-Point Programme is focused on ensuring an equitable sharing of the benefits of crucial development programmes, particularly in health and education. We are also designing targeted programmes for minority concentration districts. In the long run, as all communities catch up in their social indicators, there would be no need for such programmes. But given current disparities, it is imperative that we carry all sections along.

Sir, I would like in conclusion to say a few words about foreign policy issues. I feel satisfied, Sir, that we have been able to forge a broad national consensus on our foreign policy orientation. As I have often said, our policy reflects our enlightened national interest. We regard our national security and the need to create a global environment conducive to our rapid economic development as the key defining elements of our foreign policy. We also regard peace and stability in our region as a key objective of our foreign policy. The goal of our foreign policy is to expand the developmental options that are available to the people of India; to expand the possibilities for our citizens to exhibit their inherent enterprise and creativity, and to facilitate the creation of a prosperous, equitable and inclusive nation living in harmony with its immediate and wider neighbourhood. If our foreign policy initiatives are seen through this prism, it would be apparent that there is consistency in our approach in every direction.

In the last two years, our relations with Russia, the United States, the European Union, China, Japan and the ASEAN nations have all grown. We have expanded relations to cover many new areas and in all these regions, there is a growing realisation of the importance of India in world affairs. There is a realisation that the success of India as a nation, as a democracy has deep implications and lessons for the world. Our success is a success of democracy, inclusiveness, harmony, openness

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and tolerance for diversity. It is this realisation that makes India a regular destination for all major world leaders. At the same time, our traditional relations with the Non-Aligned Movement, Africa and West Asia have also deepened and our Government proposes to expand those further in the coming years. The benefits of this extensive improvement in our relations has had tangible benefits for our people - in improving trade, in increasing opportunities for employment, in expanding the reach of our business enterprises. I believe, Sir, that we have crossed a significant point in our economic history where we are now seen as important, credible partners in managing the evolving global economic and political order.

In our immediate neighbourhood, we are looking forward to hosting the SAARC Summit early next month. India seeks a neighbourhood of peace, prosperity and mutually beneficial economic and social development in our Sub-Continent. I have often said that the destinies of the nations of this region are interlinked. We have not slackened in our efforts to promote peace and stability in the region despite obvious difficulties. As the incoming Chairman of SAARC, we will expand the scope of our relations with all nations of the SAARC region. I am sure, the House will join me in expressing the hope that the SAARC Summit will be purposeful and productive, and contribute to the progress and welfare of all people of South Asia.

Sir, we have been working purposefully for the all round improvement of our relations with Pakistan. The difficulties that arise are well known to this House, but I believe that the efforts that we have made are beginning to bring positive results. We need to establish long-lasting peace, friendship and amity between our two nations. We will work resolutely in this direction. I am sure that through dialogue, we will be able to resolve all outstanding issues and I have great hope in what the future holds for our two nations - for our progress, for our prosperity.

Finally, Sir, in thanking the President for his Address to the House, I once again express my gratitude to hon. Members for their thoughtful comments on various issues of national and local concern. I respect the sentiments behind many of the Amendments tabled by the hon. Members.

13.00 hrs.

Our Government will pay heed to each and every one of the valuable suggestions made, and concerns that have been expressed in this august House.

MR. SPEAKER: Now, a number of amendments have been moved by hon. Members to the Motion of Thanks. Shall I put all the amendments to the vote of the House together or does any hon. Member want any particular amendment to be put separately?

SEVERAL HON. MEMBERS: Yes, Sir. Please put all the amendments together to the vote of the House.

MR. SPEAKER: I shall now put all the amendments together to the vote of the House.

The amendments were put and negatived.

MR. SPEAKER: I shall now put the main motion to the vote of the House. The question is:

"That an Address be presented to the President in the following terms:—

"That the Members of the Lok Sabha assembled in this Session are deeply grateful to the President for the Address which he has been pleased to deliver to both Houses of Parliament assembled together on February 23, 2007."

The motion was adopted.

13.02 hrs.

STATUTORY RESOLUTION RE: DISAPPROVAL
OF SPORTS BROADCASTING SIGNALS
(MANDATORY SHARING WITH PRASAR
BHARATI) ORDINANCE, 2007
AND
SPORTS BROADCASTING SIGNALS
(MANDATORY SHARING WITH PRASAR
BHARATI) BILL, 2007

[English]

MR. SPEAKER: Now, we will take up Item Nos. 13 & 14 together. Item No. 13 relates to the statutory resolution, Shri Bachi Singh Rawat—not present.

Shri Ramjilal Suman—not present .

Shri Rajiv Ranjan Singh 'Lalan'.

SHRI RAJIV RANJAN SINGH 'LALAN' (Begusarai): I beg to move:

"That this House disapproves of the Sports Broadcasting Signals (Mandatory Sharing with Prasar Bharati) Ordinance, 2007 (No. 4 of 2007) promulgated by the President on 2 February, 2007."

MR. SPEAKER: The hon. Minister to move for the consideration of the Bill.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): I beg to move:

"That the Bill to provide access to the largest number of listeners and viewers, on a free to air basis, of sporting events of national importance through mandatory sharing of sports broadcasting signals with Prasar Bharati and for matters connected therewith or incidental thereto, be taken into consideration."

Sir, through you, I would like to inform the hon. Members of this House ... (*Interruptions*) I would like to inform the hon. Members of this House that the Prasar Bharati has been rendering greater public service to the nation from the day it was constituted by an Act. I can cite one recent example, which hon. Prime Minister has also mentioned in his speech. There were National Games organized in Assam. Every form of media predicted that it cannot take place in Assam. I was in Berlinale festival to represent the Government in Germany. Even the Germany's Foreign Minister Mr. Frank-Walter Steinmeier and the journalists who came from the European Union just wondered how it could be taking place in Assam. But thanks to the people of Assam, and the efforts of the Government of India, the Games were held nicely, inaugurated and concluded. What a spirit!

13.03 hrs.

(MR. DEPUTY-SPEAKER *in the Chair*)

The Chief Minister told me the other day with respect to all private channels that not a five-minute demonstration of the people who go from various parts of the country to Assam was shown by any private channel. Only Prasar Bharati and Doordarshan had covered the entire performance of the entire Games boosting the morale of the people of this country and youngsters of that area.

There were two things to be taken into account while this issue came before us. Firstly, the uplinking of a game from India to outside, and, secondly, downlinking a game from outside to India. There was a guideline duly approved by the Cabinet that: "Please do share live feed to Doordarshan to support those viewers who do not have any cable network." Indian population in the remote areas want to watch their popular games, but they are always deprived for not having wider support to the games.

On the directions of the Cabinet of the UPA Government, my predecessor Shri Jaipal Reddy issued the guidelines in 2005. The guidelines did work well, but at one point of time, some operators went to the court saying that it was merely a guideline and not a law and, therefore, they were not bound to share the feed with Prasar Bharati resulting in more than 50 million home viewers not being able to watch the game in this country. There was tremendous pressure as a result of that.

As you know, the terrestrial network belongs to Prasar Bharati, and it has the widest coverage so far as the common people are concerned, whom we call *aam admi* within the villages. They were crying that in spite of the Government guidelines, they could not watch the game.

I support the logic of the stakeholders who said that when they were buying the property, why do we take their property and make money out of it. The UPA Government considered the matter and said that it would not take their money. It said that it would only show, the Government was prepared to lose its share of revenue, and it asked the stakeholders to take back 75 per cent of what has been generated and leave 25 per cent to the Government. What is it for? The UFA Government brought the pro-friendly, pro-sports, and pro-people legislation to give support out of that 25 per cent to those games and sportspersons who bring medals after medals, but do not get any support from the sponsors. For instance, sportsmen of *Kusti*, *Kabaddi*, Archery and Shooting - my friend Naveen Jindal is here - bring medals after medals, but they do not get any sponsors. The sponsors or the sponsorship goes only to Tennis, substantially to Cricket, and marginally to Football. We took a decision that other games should be developed with the support of this 25 per cent realization, and not a single penny would go into the coffers of the Government. It is a sports-friendly legislation.

The only thing is that the Cabinet gave me a direction to appoint a Committee to examine two aspects. One is

[Shri Priya Ranjan Dasmunsi]

to ensure a mechanism that our signal is not pirated outside India whereby somebody can make money out of that, to see that, that mechanism is followed through inscription, and that our technical parameters, our internal security parameters, are also protected. That Committee is examining the whole matter, and I am expecting the outcome by 16th March. Hopefully, this will be given due consideration either in the rules, or if necessary in guidelines, or if possible, by changing or amending certain clauses.

I would not have brought this Ordinance and converted it into law, if the Cricket World Cup is not at the doors, which will be inaugurated on the 11th of March. Millions of people in India are saying that the property of Cricket or of any popular game was built, before invasion by Television, by the commentators of the All India Radio. No less than Vijay Merchant and Lala Amarnath have made this game popular, and the radio commentary made it valuable. If you talk about the intellectual property rights, the value is attributable to the great All India Radio commentators in those days. Therefore, Sir, we felt it proper to do justice to people by enabling them to watch this game. We were left with no alternative but to bring in the Ordinance because 11th March was fast approaching. Though we have a contract, since they had gone to the court and said that it was only a guideline and not a law, to avoid any controversy, the Cabinet decided to bring this Ordinance and convert it into law. It has been introduced and is before the House now for consideration. I hope the entire House will support this endeavour.

MR. DEPUTY-SPEAKER: Resolution moved:

"That this House disapproves of the Sports Broadcasting Signals (Mandatory Sharing with Prasar Bharati) Ordinance, 2007 (No. 4 of 2007) promulgated by the President on 2 February, 2007."

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill to provide access to the largest number of listeners and viewers, on a free to air basis, of sporting events of national importance through mandatory sharing of sports broadcasting signals with Prasar Bharati and for matters connected therewith or incidental thereto, be taken into consideration."

[Translation]

SHRI RAJIV RANJAN SINGH 'LALAN' (Begusarai): Mr. Deputy Speaker, Sir, I do not feel there was a need to bring forward the ordinance on which the hon. Minister has elaborated so much. When the Government is not able to manage Doordarshan and Prasar Bharati well then promulgation of such ordinance to exercise control is absolutely unwanted. First, they should manage Doordarshan and Prasar Bharati well. Therefore, the Government should withdraw this ordinance and ensure good management of Prasar Bharati and Doordarshan by evolving an elaborate policy in national interest.

[English]

SHRI NAVEEN JINDAL (Kurukshetra): Mr. Deputy-Speaker, Sir, I rise to support the Sports Broadcasting Signals (Mandatory Sharing with Prasar Bharati) Bill, 2007.

The main purpose of the Bill is to provide for mandatory sharing of telecasting and broadcasting of sports events of national importance with Prasar Bharati and Doordarshan. Such a provision is already included in the guidelines issued by the Government in order to enable the largest number of viewers and listeners to have access to sports events of national importance on a free-to-air basis, whether held in India or abroad. However, some private channels ignored these guidelines causing great inconvenience and disappointment to millions of sports viewers and sports lovers.

For example, one channel which had been given the telecasting rights for the recent India-West Indies One Day matches by the BCCI refused to share the signal with Doordarshan in violation of the Government guidelines. As a result of that, a large number of people could not watch the first cricket match of that Series.

Doordarshan, which is a public broadcaster, has a reach of up to 98 per cent of the Indian population. It is the only network which has terrestrial transmission rights. No other channel in the country has such a reach. As the hon. Minister of Information and Broadcasting Shri Dasmunsi just said, there are approximately 110 million TV households in India out of which only 60 million households have access to cable TV. Moreover, most of the sports channels are pay channels and are not available to people on free-to-air basis. Doordarshan provides free-to-air services including the DTH service which is available to all the viewers in the country free

of charge. In view of this, sharing of certain sports broadcast signals, I feel, should be mandatory in the interest of millions of viewer

Channels which are reluctant to share the signal go to the court of law. That delays the process of sharing and deprives nearly 50 million households which do not have access to cable TV of watching these matches. Mandatory sharing of signals is not new in the world. It is an international practice. Such a provision exists in the United Kingdom and Australia.

Cricket is a very popular game in the country. Cricket or other popular games in the country cannot be the monopoly of a few private channels. There are people who breathe cricket and who live cricket. The number of people in India watching the game live on TV is larger than the number of people watching the game all over the world. So, the stranglehold enjoyed by the highest-bidding TV channels for the telecast rights was depriving a large chunk of people of watching even matches in which India was involved. This was taking privatization a bit too far.

The monopolistic injustice had to be undone through an Ordinance. It is for that purpose the Sports Broadcasting Signals (Mandatory Sharing with Prasar Bharati) Ordinance, 2007 was promulgated. I commend the hon. Minister Shri Priya Ranjan Dasmuni for bringing this Ordinance and making it mandatory for sports channels, radio stations, and content providers to share live telecast with public broadcaster Prasar Bharati for sporting events of national importance at home and abroad. This has come as a boon for the sports lovers who have missed out on some eagerly awaited moments. It must be remembered that a large chunk of population does not have access to satellite channels. For them, Doordarshan is the only saviour.

For the above mentioned reasons, it became necessary to promulgate an Ordinance, namely, the Sports Broadcasting Signals (Mandatory Sharing with Prasar Bharati) Ordinance, 2007 with a view to give immediate effect to the proposal. The provisions made under the guidelines have been subsumed under the Ordinance to provide a statutory basis and strong legislative force with retrospective validity and to protect all the actions taken under these guidelines. The Ordinance further provided for notification of sporting events of national importance, which are to be mandatorily shared with Prasar Bharati. The Ordinance also empowered the Central Government

to specify a percentage of the revenue received by Prasar Bharati to be utilized by Prasar Bharati for broadcasting other sporting events.

It is just like what the hon. Minister mentioned - cricket is the national game which is of great national importance and was only aired by Doordarshan. The other private channels hardly take any interest in that, which was very unfortunate. In view of the forthcoming Cricket World Cup in West Indies, such a provision is very timely.

An erroneous impression is being created by vested interests that Prasar Bharati wants to take away the rights of private channels free of cost. This is not true. In fact, according to the guidelines, which the hon. Minister mentioned, 75 per cent of the revenue earnings will go the private right holding channel, and only 25 per cent will be retained by Prasar Bharati. This 25 per cent of revenue will not be utilized from the Government coffers but will be used for promoting and broadcasting of other sports events which do not get adequate commercial sponsorship. This ratio of 75:25 is very liberal as compared to the prevailing international practice of 50:50 or the maximum 60:40.

The hon. Minister for Information & Broadcasting, Shri Dasmunsiji is himself a keen sportsman. It is therefore natural that he should feel for the millions of sports lovers. I commend his efforts. He has come to the House with this Bill at the earliest opportunity to replace the Ordinance.

Sir, 25 per cent of the revenue that the hon. Minister mentioned will be utilized to telecast sports such as hockey, football, Ranji matches, Olympic sports like archery, shooting, kabaddi, wrestling, etc., which would go a long way in the promotion of sports in the country.

Therefore, I urge all the hon. Members to support this very important Bill as it is in the interests of sports and sports lovers of the country, and as it would go a long way in encouraging sports in the country.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Sir, while opposing the Sports Telecast Signal (Compulsory Sharing with Prasar Bharati) Ordinance, 2007, I feel that the government has talked about the common man for the first time. Although they often talk about common man in the slogan like "Congress ka hath, Aam Adami ke sath".

[Prof. Rasa Singh Rawat]

But that common man is conveniently forgotten to deal with the problems like price rise, unemployment etc. Shri Munshi ji, for the first time, has been careful to see to it that telecasts of Cricket matches reaches the common man. This is as good step taken in the direction of telecast. But the manner of doing so was not good. They had to promulgate the ordinance which is an emergency measure. This Government is never prepared in advance. Had the Government prepared itself in advance, this situation would never have emerged, be it the issue of India - West Indies series or the match with Sri Lanka. Through you, I want to remind the Government that on one hand they proudly claim to be having terrestrial rights for the entire country. People watch T.V. programmes but there are also lakhs and crores of Akashvani listeners. Why have they not been able to achieve professional competence as yet? This is an age of liberalization and globalization. He has been an admiring the policies of the Government and the hon. Prime Minister Shri Manmohan Singhji since the inception of this policy. But I want to ask as to why Doordarshan has not been able to achieve professional competence in competition with numerous channels and foreign as well as domestic private companies despite having a well developed network and paraphernalia? Why doordarshan is lagging behind these channels? I want to ask the Government through you, sir, as to whether their bid to the BCCI was lower than that of Nimbus etc. Hon. Sharad Pawar ji is presently heading the BCCI. This is quite understandable that the Government without doing anything real, want to show that they have done a great job. But what is the reality of the work done. The BCCI invited the bids but other private players quoted higher bid than theirs. In such a situation the bureaucrats made a hue and cry that the foreign channel or Nimbus would not take care of our people while we do take care of them and they would not tolerate it, then they exercised their powers.

With regard to the channels, through you, Sir, I want to tell the Government that they should safeguard the interests of the people as well as the sports and business and earning money should not be their only goal. The Government did not pay attention towards this while private and foreign channels are spreading disinformation about our culture. The Government have not noticed it. They talk about common man and national interest. They should have taken note of it also. They should have a control over the channels because vulgarity and obscenity can harm our national interests and culture. They failed to take note of the reason as to why they do so. As an

hon'ble Member has just said that you have a good interest in sports, I congratulate you for being aware of the sports. But I want to say that instead of promulgating an ordinance, introducing a Bill would have been better.

Sir, the session was to commence from 23rd February. The Government have promulgated the fourth ordinance around 2nd or 4th February. How was this so urgent? The last session had ended in December. Had they been able to foresee the situation, they would have introduced such a Bill during the session which ended in December. I hope they would be careful in future. As I said earlier, the Government have been very careful to ensure that cricket matches are telecast to the common people, they took action immediately and its results are before us. Earlier there was a telecast delayed by 7 or 15 minutes, this was discriminatory but later on the Government entered into agreement to ensure live telecast of the matches, be it in foreign countries or in India. I thank the Government for this step.

Today, the entire country is facing the problem of water. Will the Government adopt any measures to solve this problem? As he has mentioned about the common man, I want to ask him only one thing. If the Government shows equal commitment towards other matters also as shown towards telecast of matches and safeguarding the interests of Akashvani and Doordarshan in the name of national interest, it may prove beneficial for the public.

I want to read out one quotation for the attention of the hon'ble Minister.

"Despite liberalisation and presence of numerous T.V. channels, Doordarshan still remains the biggest broadcaster in the country. This reaches more viewers in the country vis-a-vis other channels. Thus the Doordarshan programmes have the highest viewership, sometimes this is more than the total viewership of all other channels taken together. This is true in terms of advertisements too. This way, Doordarshan can earn as much money as other channels cannot even think of. But Doordarshan does not have professional approach and organization. Therefore, it often needs support from the Government."

Sir, Doordarshan, Akashvani and Prasar Bharati sometimes cut a sorry figure. Through you, I want to advise them to achieve professionalism and competence. The Government have made provisions for uplinking and

downlinking for the benefit of crores of people in the country, who do not have cable network, DTH or satellite channel facilities. They use antennae in villages. So the Government have arranged to make the cricket match available for them. Cricket has become as a National game today. People show a great interest in cricket. Had the Government failed in this endeavour, this would have become an issue. So the Government tried to encash the feelings of the people and took this step. The manner of doing so was wrong. I deplore the manner of the Government in which it did so, while appreciating the step. At the same time I want to say that the Government should take care of the people in other matters also. Prasar Bharati should be strengthened further so that it can compete with other channels including foreign channels and become successful in foreign countries. With these words. I conclude.

SHRIMATI JYOTIRMOYEE SIKDAR (Krishnagar): Mr. Deputy Speaker, sir, first of all I thank the Government for introducing the Sports Broadcasting Signal Bill, 2007 in the House. I want to express my views on this Bill as a former sportsperson and a present MP. I have been active sports person for about 15 years, but today I am an MP. Some hon'ble Members pointed out that the ordinance was promulgated on the 2nd. The hon'ble Minister is present here, I want to ask as to what compelled the Government to press the ordinance when the Lok Sabha session was scheduled to commence on 23rd. Our party opposes this ordinance while I welcome the Sports Broadcasting Bill which provides for broadcasting of cricket matches for viewing by the people in every part of the country including villages. But in case the right holders of BCCI had not refused to allow uplinking of India-West Indies match on the 8th, it seems that the hon'ble Minister would not have awakened. As crores of people could not watch that match, so the hon'ble Minister had to introduce this Bill. The Government are making arrangements for broadcasting of cricket matches for common man and the villages.

Hon'ble Prime Minister just now made his statement on President's Address. In that statement hon'ble Prime Minister was saying that he would try to provide the facility of power, water and roads to all the villages. Even today there are many villages in our country where electricity is yet to reach. Therefore, one wonders how people in those villages will be able to watch the telecast of cricket and other matches. The Members from Meghalaya are sitting beside me. I would like to inform

that the people in two-three districts of Meghalaya cannot either watch Doordarshan or listen to Radio even today. But in neighbouring Bangladesh people do watch our channels and listen to our Radio. I would like to thank hon'ble Minister for introducing this Bill and I also want to say that hon'ble Minister is giving undue importance to Cricket. I too am an Asiad gold medalist and I do not think that cricket is our national game. So I want to say that it should also be added in the Bill that our rural national games viz. Hockey, Kabaddi, Athletics, shooting, football etc. deserve to be paid due attention. At present Cricket is a very popular game in our country. Earlier Cricket was played by the people of England. But the game has lost much of its shine in England. Now they play football. There was also a time when football, hockey were very popular games in our country but now Cricket has become very popular after TV Channels started giving it so much coverage. I do not think that our young generation would even be knowing who are good players in sports like Kabaddi or Football or Hockey or Athletics. Along with this I would also like to say that along with Cricket all other games of public interest should also be included in it and hon'ble Minister should categorically state which games are the games of public interest. As hon'ble Minister has just said a little while ago that all the games of national importance, national and international games being played in India and abroad have been notified by the Central Government. I want to say that the matches held from time to time, the national and international meet and all other games be telecast so that it reaches out to every village. They should think not only about cricket but other games also and something is required to be done for other games.

I think after the introduction of this Bill the people of villages will be able to watch all games whether it is cricket or any other game but after 60 years of independence it is right if the Government ensures that all people watch games like Hockey, Kabaddi but who will play? A field is required for playing and as I am a player and was also a member of HRD, Hence, I know that a scheme related to infrastructure has been discontinued for the last two years. When there are no funds for preparation of playing field, where will our players go and play? How our audience will watch?

Recently Asian games were held, I have had the opportunity to watch the Asian games and the games of our country especially hockey, kabaddi, football. I was very disheartened to see that China who got its

[Shrimati Jyotirmoyi Sikdar]

independence two years after the independence of India got 161 gold medals and our country won only 10 gold medals. Qatar where the games were held, has a population of only 7.99 lakhs. Out of that number only two lakhs can participate and Qatar won gold medal in football. Our hon'ble Minister who is also associated with football federation cup must notice that they win the gold medal in football with a population of just 2 lakhs and China gets 166 gold medals. How is it that our country manages to win only 10 gold medals. Hence I want the Government to also think how it can bring forward the country at world level in the field of games and sports while ensuring that all people are able to watch the games? Today our country stands at 132 position among a total of 172 countries in the World and HE., The President in his address and the hon'ble Prime Minister also in his speech laid stress on the importance of education and sports, but, the President's Address was delivered on the 23rd of this month and not a single line was said about promoting sports which was the least that should have been done to serve the cause of sports. Our country cannot progress further unless we made progress in the fields of education and sports. Hon'ble Minister stated that as per rules relating to punishment, a fine of rupees one crore will be imposed for failing to telecast sports matches on the scheduled time and contract may also be cancelled. I think punishment of rupees one crore is not enough. When the match will be going on, other channels will be telecasting other quality programmes and attract numerous advertisements and increase in revenue, why will they telecast matches on channel. On the one hand they will pay penalty and on the other keep rupees one crore. As hon'ble Minister has said that revenue sharing will be on the basis of 50:50 for radio and 75:25 for television. It was also said that money will be given only for medal won only at international level in Kabaddi or any other discipline. I feel that Government has other funds to provide money to the medal winners but the money accruing from advertisements should be used for the development of games in rural areas. I would also like to say that the players of rural areas too should be encouraged.

Mr. Deputy Speaker, Sir, thanking hon'ble Minister I want to say that all the Cricket lovers watch cricket matches all over the country but it would be better if other games of national importance too are included in this Bill. Thank you.

MR. DEPUTY SPEAKER: You spoke very well, thank you.

SHRI RAM KRIPAL YADAV (Patna): Mr. Deputy Speaker, Sir, I thank the hon. Minister for introducing the Sports Broadcasting Signals (Mandatory Sharing with Prasar Bharati) Bill, 2007 through an ordinance.

Hon. Minister has also outlined the reasons behind the need for promulgation of the ordinance. Perhaps, crores of people in the country would have felt disheartened had this ordinance not been brought. The people wanted to view the live telecast of sports and the hon. Minister has accomplished a very good job by bringing this ordinance and the Bill. This work has been done in the interest of the feelings of crores of people in the country. I welcome the hon. Minister and also convey my gratitude to him.

Mr. Deputy Speaker, Sir, by brining this Bill the hon. Minister has strived to remove the obstacles in the broadcast of the matches. As per the provisions of the Bill, the Government can cancel the licence of a broadcaster and also impose a penalty of Rs. one crore in case it refuses to give signal to Prasar Bharati during live telecast of the sports events of national importance. No TV network or radio broadcast service provider can provide radio commentary or live telecast on cable network untill signals to Prasar Bharati are shared without advertisements. The proportion of revenue sharing between Prasar Bharati and private broadcasters has been fixed at 50:50 for radio commentary and 75:25 for TV telecast. The Government will decide what share of the revenue earned by Prasar Bharati will be used for organizing other sports competitions. Broadcasters would be liable to punishment for non-compliance of the conditions of the new law. The Government can initiate various actions including cancellation of licence or registration of the offenders. I think that by brining this Bill the hon. Minister has tried to break the monopoly of the private broadcasters. It is going to rein in the private channels and radio broadcasters functioning arbitrarily. Sir, this Bill is going to benefit the common man living in villages. It will dispel the anxiety among the people who could not view the live telecast of cricket or other sports.

I would like to draw the attention of the hon. Minister. My sister has also been a sportsperson and she has put forth her views here in the House. It is true that cricket has become more popular today that even rural children evince more interest in it in comparison to other sports

events. I have no ill will towards people who have interest in cricket or who are going to benefit through this Bill and the hon. Minister himself has an inclination towards sports. I would like to say that the interest in our traditional games like wrestling, hockey, football in which we had earned honours earlier, is declining due to which we are lagging behind in these games. We never trailed in Hockey but it has been seen for last many years that performance at national and international level has been disappointing. Same is the case with Football. The hon. Minister hails from the very place where Football has its own importance. I am talking about Bengal. Mr. Deputy Speaker, Sir, you hail from Punjab which has produced numerous quality players in Hockey and Athletics but their condition is not good today. Wrestling is becoming extinct slowly. It is a rural sport. We belong to poor states. Our youths have so much of stamina and capacity that good players can emerge from the villages if they are given right kind of guidance and training in wrestling. Our talent can make a mark at the international level but it does not happen and it hurts crores of people. You can check previous records and see that we have had had good performance in any sport. Sportspersons bring only one or two medals at international level and disappoint us. We send a big contingent but the results are never achieved as per our hopes. I would, therefore, urge that the Government should pay attention to sports other than cricket and provide time slots for them also on Doordarshan. The other sports should also be given the same importance on Doordarshan like cricket. You have mentioned about the games in Assam and provided for their live telecast but time slots should also be fixed for participants at the district, village and state-level.

Today it is the age of Doordarshan and Radio and people have become more aware now. They will definitely become successful sportspersons if they are provided coverage and motivation. They can add to the prestige of the country which has gone down in the last few years. Proper time slot should be provided for sports on Doordarshan and TV to motivate the sportspersons. The Government should make efforts for their motivation.

Mr. Deputy Speaker, Sir, I would also urge you because the place you belong to had been a hub of sportspersons. Efforts have been made to nurture the talent from other states by providing them training at Patiala and other places. But results are disappointing there. I would like to thank Jindal ji who has brought glory by winning two medals in shooting besides doing

social service. Many such talented people have been the members of this House. Just a little while ago our sister was speaking. She had been a talented sportsperson and brought glory to us. Jindal Saheb, is a capable in the field of shooting. He should impart training to our youth. I do not know if he are giving training or not? He is so capable and has the wisdom and ability that he can, at least, give training to youth in shooting and help the sportspersons to improve their capabilities.

Sir, with these few words, I support the Bill and hope that the Government will take proper steps to promote not only cricket players but also other sports persons and the hon. Minister will set a new record by allocating time slots to different sports on Doordarshan and Radio. We have one billion population but only few sportswomen save our face by winning a medal or two. We undergo humiliation. I, therefore, think that we must pay attention to sports.

Sir, I support this Bill once again and express my gratitude to the hon. Minister with the hope that he will remove the shortcomings. I thank you very much.
...(*Interruptions*)

MR. DEPUTY SPEAKER: He has rightly said that once we had a reckoning in the field of Hockey, Wrestling and Football and particularly in Hockey. Unfortunately, there has been a constant decline in these sports. We want that the Government shall definitely pay attention towards Hockey, Football and Wrestling.

[*English*]

SHRI A. KRISHNASWAMY (Sriperumbudur): Sir I rise to support this Bill. This Bill is connected with the hon. Minister for Information and Broadcasting, which benefits the poor masses in the villages to see the sports free of cost. This Bill benefits most of the sportsmen and sports lovers in this country.

Sir, this is a subject which provides benefits to sportsmen and sports lovers. The hon. Minister is getting this Bill passed which would help the sportsmen and sports lovers.

Sir, everybody was speaking about sports only and not about the broadcasting or information. It is such an important Bill, if the hon. Minister for Sports had been present here, then it would be very good.

[Shri A. Krishnaswamy]

Sir, we had already taken the up discussion on Sports last year under Rule 193. But it was stopped in the middle and it was not taken up again. Therefore, it is my sincere request to the Government that the discussion on Sports be taken up again under Rule 193.

Sir, under the leadership of Shri Naveen Jindal, every week we are having a Youth Forum meeting in which we are discussing as to how to develop sports. Most of the sports lovers, sports men and athletes are Members of this Forum. We are planning to improve the sports in this country, for which we need the support from the Government.

Sir, in the current Budget, we have a very minimum fund allocation for sports. Today, this Bill has been taken up because of the Cricket World Cup. Cricket is one of the rich man's game and it is not a poor man's game. Most of the sports lovers may be poor, but players are rich. When they enter into cricket, they might be in the middle class or they enter into it with some influence. But after they become popular through the media, they become rich. We are giving importance to the rich man's game only and not to the poor man's game like hockey, kabaddi, body-building, weight-lifting, wrestling and these types of games. Therefore, I would request the Government to provide facilities to the poor man's games and also to encourage those players plying football, kabaddi, and weight-lifters, body-builders. Those people should be given importance. Those people should be focused on the television. Always, the cricket players are focused while playing cricket. In fact, they are focused more on the advertisements than while playing cricket. If you ask a boy or a girl or a child about Boost, he will tell Kapil Dev who says "Boost is the secret of my energy." Through advertisements only, they have become popular and earned much. Like that, it is the same about Tendulkar. Each player has a separate advertisement in a separate field. With that only, they are getting popular and making money. Why do we not encourage the players playing football, kabaddi, those who have dedicated their entire life to the particular sport event? We have to focus on such people. We have to encourage them. Through that, a particular game will develop in this country.

For example, one of my friends from my constituency got a world silver medal in power-lifting. He is now in Delhi only. He came here to meet Shri Lalu Prasad Yadav. He is an ICF employee. He got the world silver medal before five years. But till now, he has not got any promotion. He was never focused on the television. It is

a very difficult game—I mean power-lifting, body-building, weight-lifting etc. These are the games which the poor people play particularly the Dalits and the OBCs because they do not get any facility. In their own way, they will put some weight and they will do the practice. With that, they will have good health and they will become popular. But those people are not focused and not given any importance in this country.

One of my friends asked that you are providing free-to-air channel but what about electricity. In such a situation, in Tamil Nadu, our leader Dr. Kalaignar also announced in the election manifesto that free colour television would be provided if his party was elected to power. He got a mandate from the people. While we started giving free colour television, on the very inauguration day, one poor lady asked our hon. Chief Minister Dr. Kalaignar: "Sir, you are giving television. What about free electricity connection to television?" There is already a Government scheme called One-Hut Electricity Scheme. Immediately, our great leader Dr. Kalaignar told in the same dais that free colour television connection would also be provided to all the huts, those people who get the free television. In our State, there is a free electricity provision for those who get free television. Likewise, I would request the hon. Minister to extend that scheme all over the country. Free electricity should be provided to the poor masses. That is my prayer.

This Bill provides for free air channel. As such, when each and every Department or public sector undertaking conducts recruitment of sportsmen, that should be improved. While they get the first place, second place in the events, the Departments concerned are providing awards to the sportsmen. Likewise, I would request the hon. Minister that those who get popularity in sports, they should be focused on the television. They should also be given awards by the Information and Broadcasting Minister so that they will get some benefit.

With these words, I support this Bill.

SHRI TATHAGATA SATPATHY (Dhenkanal): Sir, I thank you for giving me this opportunity.

At the outset, I would like to say that somewhere down the line, most of our speakers lost track of what was the genuine issue that was to be discussed. There was an Ordinance promulgated by the Government to unduly favour an organization called the Prasar Bharati which is supposedly both economically and operationally

an independent organization. There were days when people said that All India Radio actually signified All India Radio. People saw the gory days of Emergency. When there was no television, radio was controlled. There was no satellite station. But the people of India proved from Kashmir to Kanyakumari that India is one by simply taking one action and that action was to thwart the evil designs of the Congress and to remove the Congress from power. It was the people's verdict. Unfortunately, the politicians who did benefit from the noble intentions of the people were incompetent,...* and were not able to understand the gravity of the situation when the nation favoured them.

The nation did not favour them. The nation favoured a democratic society, a socialist society. It favoured a mindset that very clearly said that the Government cannot force anything on the people. You cannot force the media to keep quiet and you cannot compel anybody to do actions that do not please them or does not adhere to the soul of India.

Sir, we all know that when we see the map of India—India has always been a changing nation—whether we see the map of Mughal India or British India or go further back to Chandra Gupta Maurya when he had his Capital in Kandahar, we know that India as we see today from Kashmir to Kanyakumari is not the real India. So, the spirit of this country is very different. Therefore, I would like to remind this House that this is not a discussion on sports or it is not centered on the development of sports in this country. This is an issue of a forcible action of this Government. I am not speaking in favour of any private company. But I would like to say that the way, the ham-handed manner in which the Government has gone about its actions on this issue smells of a totalitarian regime, it does not smell of a democratic set up.

The first thing that comes to mind is that Doordarshan did participate in the bid when the BCCI held the bid and it failed. So, taking an action under the garb of an Ordinance and now this Bill implies two things. Directly, it implies that you are twisting the arms of private players whom we have no reason to support in this House. But what does it imply? It shows the mindset of this Government. Under the garb of *Aam Aadmi*, you are twisting the arm of the private player and on the other hand, by forcibly doing this, you are also encouraging piracy. You speak against piracy, you speak about LPG, not Liquefied Petroleum Gas, but the other thing about

which you have exponents sitting on the other side bravely announcing, Liberalisation, Privatisation and Globalisation. All this is against the interest of the *Aam Aadmi*. But when do you think of the *Aam Aadmi*? You think of the *Aam Aadmi* when your bureaucracy fails in delivering what it is supposed to deliver. You think of the *Aam Aadmi* so that you can twist the arm of a private player and give money to the bureaucracy that has failed in the Prasar Bharati, or you may read it as All India Radio and Doordarshan, to make itself an economically and operationally independent body.

You are encouraging a game like Cricket which is a game that the imperialist powers played, to make people mentally incapable of thinking, to make people physically incapable of moving. It is not a game like Hockey or Soccer or Kabaddi or even Kho-Kho. It is a game which rich, lazy people, drinking beer in the afternoon, played in their golf courses or in their cricket fields. It has nothing to do with the masses. But the Minister took pride in saying that if you go back to the intellectual property right also, it is All India Radio which promoted this game. I am not speaking about the Congress or the BJP as the Government. I am talking about the Government as a continuous process in this country.

14.00 hrs.

They are taking pride in saying that they have promoted cricket. I would say that they should have taken pride in saying that when the whole world was going one way, they opted to be international in the sense that they promoted rugby, they promoted soccer or football, they promoted hockey, they promoted kabadi. They have not done any of that. They have not bothered to do any of that.

Sir, I watch Doordarshan because in my constituency only limited urban areas get satellite TV. In the rural areas, we watch Doordarshan. I am amazed to see the low class of programmes that Doordarshan shows. I am really surprised to know that no thinking, no intellectually able person - I am not saying shining, I am saying able person—who has not bound up the mind with pre-set notions can produce such immeasurably, inconceivably boring programmes.

Kudos to Doordarshan, kudos to All India Radio that no thinking goes in to their programming. So, what are they trying to do? They want to propagate their Government's fallacious programmes. They want to

*Not recorded.

[Shri Tathagata Satpathy]

promote and tell people that things like SEZs are good for them. They want to tell our farmers that farming is not the answer for their future because they have small land holdings. They do not want to make them more efficient and more able to produce more from those small plots of lands, rather they are saying, 'give away your agricultural land to the rich', to the foreign companies, to the SEZs and enable them and make them stronger and may you perish for ever. This is their *aam adami*.

Sir, I would like to raise one more issue which is an impossible thing and as Gandhiji said, "Truth is the highest religion". Sir, I am surprised to note that this Government does not believe in the person who created that Party. Of course, it is a fact that before he died, Gandhiji also realised his folly and said, "disband the Congress". It does not hold good for the Congress any more.

I would like to ask the hon. Minister, does Prasar Bharti really think that if it gets 25 per cent of the commercial revenue from the live telecast of the cricket matches they will really be able to take out that 25 per cent or whatever 'X' amount out of the coffers of Prasar Bharati which is a shrinking organization and use it for promotion of sports of rural areas where there is no electricity to watch television, where people do not get water, where you cannot provide our young with playing fields. What kind of rubbish is being dished out in this House?

SHRI MADHUSUDAN MISTRY (Sabarkantha): This is the responsibility of his State Government...
(Interruptions)

SHRI TATHAGATA SATPATHY: This is not their Government or our Government. The Government is a continuous process. He does not know how this country runs. The country does not run with them or these people. The country runs with a few bureaucrats and these bureaucrats twist the arms, no matter who is in power. They are twisting the arms now. They are saying that such a big apple is just hanging in front of us, but we are not getting a portion of that. Therefore, we can force this Government to have an Ordinance and we can compel them to pass a law.

I am ... to be a part of it because I know that this will be passed. All of us are aware of it. They will be a party to it also. We are ... (Interruptions) and we should

be sad that we are a party to this type of an activity which tells again to the people of this country that this Government is trying something which they had rejected in 1977.

I strongly condemn this Bill and I wish the House will vote against it. Thank you Sir.

MR. DEPUTY-SPEAKER: I have an announcement to make. Unparliamentary words used by Shri Satpathy, will be deleted.

SHRI TATHAGATA SATPATHY: Sir, is not an unparliamentary word.

MR. DEPUTY-SPEAKER: But you have not spoken it in a fair way.

SHRI AJAY CHAKRABORTY (Basirhat): Mr. Deputy-Speaker, Sir, I rise to support the Bill which has been brought forward by the hon. Minister. He has already narrated before this House what was the intention of the Government to promulgate Ordinance in view of the forthcoming cricket match. We support it. Generally we do not support Ordinance, but in view of the urgency of the cricket match we are supporting this attitude and view of the Government.

Doordarshan has the biggest network in the country. Doordarshan Has access all over the country even to the remote villages of the country. The private channels have no access all over the country. Their access is in a very few and limited areas of the country. It is a very good news for the country as well as for the people that they will watch the forthcoming Cricket World Cup in West Indies through Doordarshan. I hope, they will bear the expenditure to show other matches also like football, hockey, athletics, volley ball etc. My colleague already mentioned the position of the other sports of the country. In the last Asiad our performance was miserable; we totally failed. Though we had congratulated our gold medal winners, yet in comparison with China what is our result? In comparison with Japan what is our result? In comparison with South Korea what is our result? We are the second largest country in the world. In every meet, whether it is Asiad or Olympics or any other international meet, the performance of our biggest country is very bad in every arena. What is the reason behind it? It is because, Government has no sports policy. I am talking not only about this Government but since Independence our sports sphere is totally neglected. There is no full-

fledged Cabinet Minister for sports. Sports are supported by very poor budgetary allocation Even in the *Mahamahim Rashtrapati ji's* Address, we cannot find a single word that he uttered for the development of sports. This is the negligent attitude of the Government towards sports. It is not only this Government but it is since Independence.

14.09 hrs.

(SHRIMATI SUMITRA MAHAJAN *in the Chair*)

Shri Priya Ranjan Dasmunsi, the hon. Minister, is the President of the All India Football Federation. What is the position of football? Football is declining day by day. What about hockey? We have correctly mentioned about hockey. We had the gold medal holder in the last few Olympics. Now, hockey is also declining in our country. Cricket, no doubt, is a popular game but, Madam, cricket playing countries are limited. Only Commonwealth countries are playing cricket. Cricket is a rich man's game. Cricket is a game of businessmen to earn money but football is a national game of all the countries of the world in Asia, Africa, Latin America, Europe and everywhere. Football is more popular than cricket in England. England was the founder of cricket. What about volleyball? What about hockey? It is because we have no infrastructure, we have no motto, we have no intention to promote sports, to promote athletics, to promote football and to promote hockey and all these sports. I visited China, our neighbouring country. I heard Chinese leaders saying how they are promoting sports and what is the infrastructure in China. In 2008, they are organizing Olympics.

We are organizing only the game of the common wealth countries. We have no capacity to organize Olympics because there is no infrastructure in our country for organizing it. China is building 32 stadiums in their capital, Beijing, for the forthcoming Olympics.

Madam, we are not encouraging the players of hockey, football, athletics, volley and wrestling. I do not know whether the Railway Minister is present here. I told on the earlier occasion that Railway was recruiting the players of football or hockey. The South Eastern Railway, the Eastern Railway and other Railway were recruiting players of football, hockey and athletics. Now-a-days, Railway is not recruiting any player. Even the Ports Commissioner is recruiting these players. Mr. Nikhil Nandi was the Olympian. He has come from the Ports Commissioner. Mr. P.K. Banerjee was the Olympian. Now, he was Capitan of the Indian team.

He is from the Railway. Now, Railway is not sponsoring sports. This is the position in our country in regard to the sports world.

Madam, while supporting this Bill wholeheartedly, I take this opportunity to urge upon the Government.

[*Translation*]

To pay attention towards sports.

[*English*]

We are proud about our distinguished colleague, Shrimati Jyotirmoyee Sikdar because she was the Gold Medal winner. She just narrated the position regarding sports in our country. Barring Shri Satpathy, all the Members from this side or that side are supporting this Bill and we are urging upon the Government to promote sports because our national games are neglected. Even Bangladesh is showing better performance in football compared to our country. The hon. Information and Broadcasting Minister, Shri Priya Ranjan Dasmunsi, is a sports lover. He is the President of the All India Football Federation. I remind him not to forget the fact that India got the Gold Medal in the 1962 Asiad. In 1962 Jakarta, Indonesia Asiad, our football team got the Gold Medal under the captainship of Chuni Goswami. What is the position of football now? What is the position in West Bengal, in Kerala, in the erstwhile Mysore, which is now Karnataka, in the erstwhile Hyderabad which is now Andhra Pradesh, in Goa, and in Punjab? We are bringing neglected and rejected players from Brazil. We are admiring the players from Nigeria, Kenya and the rejected players from these countries. Some Brazilian coach is also coming to India for coaching the football team clubs. They were rejected in their country. The third division player is coming here to earn huge sums of money instead of the Indian football player.

Madam, while supporting this Bill, I would like to take this opportunity to draw the attention of this House to promote sports. Cricket is not our national game. Hockey is our national game; football is our national game; volleyball is our national game; wrestling is our national game; and athletics is our national game. These games have been neglected for a long time. I urge upon the Government to come forward to create necessary infrastructure for these games and also take steps to promote sports of our country.

[Translation]

SHRI P.S.GADHAVI (Kutch): Madam Chairman, I welcome the Sports Broadcasting Signals (Mandatory sharing with Prasar Bharati) Bill introduced by the hon'ble Minister. The hon. Member who spoke earlier expressed his views about the ordinance. The ordinance should not have been promulgated. This issue crops up time and again but despite it ordinances are promulgated. I would like to draw the attention of the hon'ble Minister towards two-three points. The objective of this Bill is to benefit the sports loving people living in every nook and corner and villages across India so that may they, be able to view telecasts in order to encourage sportsmanship. It is a very good objective but as earlier speakers have pointed out that there is shortage of power throughout the country. The people living in remote villages are unable to avail this facility due to non-availability of power there. But there are areas where power is available yet they do not have access to the network of Doordarshan, Prasar Bharati and All India Radio. It would be better if he pays attention towards this and tries to increase the transmission capacity. At some places many posts are lying vacant for want of fresh recruitments. I request him to have those vacancies filled. For example I belong to Kutch area.

[English]

Area wise Kutch District is the third largest district in the whole country.

[Translation]

Similarly people living in areas adjacent to Pakistan listen to Radio Pakistan and watch Pakistan TV but they are unable to watch TV channels of their own country. Demand to increase the transmission capacity has been made several times. How signals can reach to such remote corners and areas of the country where there is no facility to catch those signals? Similarly the number of viewers is very large in our country. The number of viewers in our country may be greater than the total number of viewers in the world. If this facility is extended, the number of viewers may further increase. With the increase in the number of viewers, income from advertisement will also increase. My first request is to address the shortage of capacity in Doordarshan, Prasar Bharati. If this hurdle is not removed your objective will not be fulfilled.

Madam Chairman, the Member who spoke earlier that other sports should also be encouraged because there is lot of potential in rural people. They should get full support and encouragement. This encouragement should be given wholeheartedly because the Department of sports is with him and he is looking after the sports.

If he gives proper attention to it only then it will be utilized fully and the potential will grow. With this I conclude.

SHRI SANDEEP DIKSHIT (East Delhi): Madam Chairman, many-many thanks to you. I rise in support of the Bill introduced in the House by the hon'ble Minister. Today, the debate is focussed more on sports and its management than the Bill itself. I would not like to comment on that. My personal view in this regard is that less the Government intervention in sports activities, more encouragement they are likely to get. If the sports will continue to be trapped in the quagmire of Under Secretary and Joint Secretary, the present plight of sports is unlikely to change. However, it is a matter which can be discussed later. In my view it is a very good and balanced Bill introduced by the hon'ble Minister. Today, there is hardly any district or class of society where small children as well as the adults are not interested in watching cricket. Now commercial problems crop up among BCCI, Prasar Bharati and major channels due to which people of this country are deprived of watching their players playing. We must remember that today companies are earning crores of rupees in the name of cricket. They earn not because players like Dravid and Tendulkar are playing rather they earn because the players play under the banner of the tricolour. The quality of the game is not discussed so much because our country plays the game. It is related to the prestige of our country and hence lakhs and crores of people watch test matches. Many other games too may be tinged by the same quality as permeates through cricket although that quality may either be pronounced more or less than that in cricket. Since the pride of country is associated with it and it is a sport of national interest, hence, we watch that particular game. Thus, companies are benefited from advertising. Therefore, it is our and the Government's responsibility to cater and fulfill that desire of our people cashing on which the companies are earning money.

If the private companies fail or are incompetent to show it to the people all over the country, then the Government should take it upon itself. I think today Ministry of Information and Broadcasting has taken a very good and positive step. Here I would like to point out two things and like to request hon'ble Minister that today T.V. is not only a medium of watching games but it has also become a part of curriculum. Today whether it is cricket, Kabaddi or football, children learn something from coaches and in schools and also by watching T.V. to a great extent. As the Department of Education decides and prescribes curriculum for schools at national and state

levels, similarly if we take private channels, include them in our programme and make a part of curriculum, it would be very useful with a view to take sports ahead. Today we watch many sports channels in which at times wrestlers tear hairs of each other, throw mud on each other, all this stuff may be retained, there is no problem in it. It is an era of private channels, if they think people are interested in it, let them telecast it, but can we not request them to also telecast rural games along with this? Is it only the responsibility of Doordarshan to telecast them? We must learn something from the manner airlines are managed in our country. When private airlines were allowed to operate in the country along with Indian Airlines they were told not to restrict their flights only to big cities like Delhi, Mumbai etc. but also to connect small cities like Udaipur, Ranchi and Sriperumbudur. Similarly can we not request them or through law ask the private channels to give some coverage to rural games so that they may also get some encouragement. I would like to say that there are some channels for example—History Channel and Discovery Channel which all of us want to watch. But unfortunately there is no such channel whether private or Government in our country which produce programmes of such quality as those coming from abroad have. The benefits from these channels are that our children and we learn a lot about environment, disaster management, aeroplanes and science. But as Indians how we would like to look at history, development and other serious issues. Every time we view and understand things the way westerners look at them. Our Indians way and the way of east, of this country, Indian society of taking things and issues is seldom in sight. I would like to request that a request be made on behalf of Doordarshan or private channels that educative channels should telecast those subjects and subjects which are getting importance to make the future society positive and better maintaining the same quality. Thanking the hon'ble Minister now I conclude.

SHRIMATI RANJEET RANJAN (Saharsa): Sir, I would like to say two or three things about this Bill through you. First of all I support this Sports Broadcasting Bill. We Could have brought this Bill systematically even earlier but the hastiness in bringing this Bill shows that we have made haste for Cricket. I would like to request that we should show the same haste for other sports also. There are many other sports, as mentioned by honourable Members also, for which we should do the same thing by taking interest in them. I would like to ask whether the Government would formulate similar scheme for other sports also on the lines of provision of punishment in

this Bill. Today cricket has been highlighted so much that every child of a village, who does not know even a bit about his national game, knows about cricket. Crores of rupees are sponsored for the cricketers. Hence why do not you provide for similar penal provision in regard to other sports as has been made in this Bill so that ideal sports, being played in villages might be sponsored and if these sports are not sponsored, they should face punishment. Apart from cricket and tennis, people do not recognize the players of our other national games whereas it is not so with the players of cricket and tennis and some other sports. Today we see the cricketers more as an actor and a hero than as a player.

It seems that the haste shown by you in introducing this Bill is meant for cricket only. You have reined in the sports channels in a way. I want to know whether the Government is contemplating to introduce a Bill in order to rein in criminal and obscene programmes and serials being aired on private channels. If the villagers cannot watch cricket, it will be okay but such programmes being aired on these channels are destroying our civilization and Indian culture—is hon. Minister thinking in this regard?

It has been about sixty years of our country's independence but national games in our country have not spread as much as they should have. In course of debate on motion of thanks on Presidential Address we had said that we had not implemented our schemes properly and rooted out the corruption till date. Would they make as much haste in introducing a Bill for rooting out the corruption and punishing the corrupt officials as they have made in introducing this Bill?

Today a villager wants something more than cricket. Had you tried to root out the corruption, the starving people would have got the feeling that the Government of India is thinking and doing something for them.

I support this Bill but I would like to say that there are so many other requirements in our country to which attention should be paid.

SHRI SURESH PRABHAKAR PRABHU (Rajapur): Madam, before introducing this Bill in the House, the Government had made a law by promulgating an ordinance. Hon. Minister presenting this Bill is also Minister of Parliamentary Affairs besides being the Minister of the department Concerned with this Bill. I suppose that he being the Minister of Information and broadcasting, issued the ordinance but I believe that he too, as the Minister

[Shri Suresh Prabhakar Prabhu]

of Parliamentary Affairs, will agree to this fact that Parliament is the only appropriate forum to make a law by passing a Bill. I believe that as Minister of Information and Broadcasting he has introduced this Bill in the House but as Minister of Parliamentary Affairs perhaps he will also oppose this Bill.

Recently the country is in the grip of cricket fever. This fever of cricket is in no way less dangerous than dengue or other kinds of fever. Today I came across the name of a new disease while reading the Hindustan Times which I would not be able to pronounce here properly. Such a unique disease has surfaced in this country but a more unique disease in the form of cricket has spread in this country. The population of the country is about 100 crore and very few of them only have no knowledge of or interest in cricket. Most of the Indians have much love for and interest in cricket. Now whether it is right or wrong, it is a different thing but this is the reality. If Sachin Tendulkar gets out, several people get heart attack. Therefore for watching cricket it is necessary that all the people should have access to broadcasting of a cricket match. The Bill, which has been introduced here, is related to the agreement between the BCCI and the Nimbus Company which has created a difficult situation in the country.

I came to know from the newspaper that Doordarshan did not get broadcasting rights due to an agreement with one company. The President of BCCI is the Minister of Agriculture also. I believe that this matter would have been solved in the Group of Ministers because an hon. Minister plays cricket and the other Minister plays football. He did not refer this matter to Group of Minister and rather kicked this matter in the Parliament,

[English]

as a good footballer, I must congratulate you for that.

[Translation]

But many issues have cropped up before us due to the ordinance issued by you. I welcome that because the public would like to watch cricket and Doordarshan is a medium for the public to watch cricket. All the people of the country get an opportunity to watch the programmes on regional, terrestrial channels and Doordarshan.

All eyes were on the National Games, which were held in Guwahati, as ULFA had killed few people just

before the Games. These Games could reach people due to Doordarshan only. Therefore, we should definitely do something separately to remove the shortcomings of Doordarshan but at the same time I welcome the provisions you are making for cricket.

Doordarshan like Telephone is under universal service obligation. Similar USO are prevalent in many countries through which lots of facilities are provided for bringing these games to the people. But, I want to caution the Government on one or two points. First of all, we should welcome the broadcaster who will show these games free of cost to our people but mostly cricket is viewed in Bangladesh and Pakistan because of this facility and people are not able to watch regional Doordarshan in Nepal, Bhutan and South-East Asia. Therefore, it can be viewed freely by the people of other countries through overseas service and perhaps we are making legislation for providing subsidy to these countries. Therefore, I would ask the Government to keep this provision limited within the boundary of the country and not go beyond. Secondly, there is terrestrial channel and for the time being, set-top boxes are being everywhere but cricket should not be included in the platform of direct to Home. It is good that terrestrial rights will be given to those who are unable to watch but by providing direct-to Home, I believe, the spirit of your law will fail. For this, the Government needs to pay attention on two things. One is the Direct-to Home and secondly, it should be seen that this channel, which is telecast in other countries, should not be telecast beyond the boundaries of our country.

As per the law, some of the funds will remain with the Government and it wants to use a part thereof in promotion of other games. I would definitely want that some money would be spent on football. ... (Interruptions) it is all right if you do not give funds for football but funds are needed for table tennis, chess and our other Indian games like kabaddi and kho-kho. I would, therefore, like that the hon'ble Minister does say in his reply that provision for maximum funds for such games would be made.

The hon' Minister has also mentioned in the Bill to constitute a technical committee and I believe that he will obtain further information through that committee. But, it is a must to do these two things, otherwise the spirit of the Bill may be lost.

[English]

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, I support the Bill, but while supporting it, I have to point out certain defects. The Government was sleeping for a

long time, for more than a year. As early as 11th November, 2005, the Government issued guidelines without any statutory backing. The matter went up to the court, and it is quite natural that the Executive's guidelines will not prevail; everybody knew that. What did the Government do? We had several Sessions in the previous year; in 2006, we had a number of Sessions of this House. The Government did not care to bring the Bill to this House. There was ample time. The BCCI refused to share with Doordarshan India-West Indies One day Series and as a result, as per the Bill, 98 per cent of the rural folk could not watch the Test Match. There was ample time for the Government to take action since 11th November, 2005, but they did not take any action. Now, after more than a year, they come with a new procedure, that is, resorting to this Ordinance procedure. A normal Bill could have been brought here in this House, and we could have had a thoroughly democratic discussion and consideration of this important procedure. Instead of resorting to that normal democratic process, the Government resorted to bringing an Ordinance. Whose fault was it? It was not our fault.

The authorities concerned thought that a Cabinet approval would be enough and so they issued an Ordinance. However, the Cabinet's approval was not enough, and House' approval was necessary. That matter came to the notice of the Government as early as 11th November, 2005. What prevented them to bring this Bill in this House in the normal way? Nobody knows that. We have to pay for their fault. Our rights are curtailed. When we consider an Ordinance, normally, we lose our democratic rights in the sense that a thorough discussion is not possible because we cannot make any change in this Ordinance.

Ordinance is not followed as a statutory law; it has a complete effect from the date of Ordinance prior to a retrospective effect is given. November 11, 2005 was the date from which the Ordinance came into play. It is unheard of and unimaginable. Such a procedure was adopted by our hon. friend, Shri Priya Ranjan Dasmunsi, though he is a very able man, very democratic and could foresee all these things. What prevented you to bring a normal Bill here in this House? There were more than 13 months for you. The Ordinance was issued only in January; he had 13 long months for taking action about this mandatory sharing with private agencies. Now, it has been decided that the content would be shared in the ratio of 75: 25; in the other cases, it is 50:50; that is the

sharing provided in the statute. However, this could have been done earlier.

It is unfortunate and I am very sorry to say that our rights are curtailed. It is a committed legislation; Ordinance is a committed legislation. It is not in the proper way of passing a Bill. Very unfortunately, you resort to a statutory provision for meeting a contingent situation. There may be situations in the country which are unimaginable or which could not be foreseen and immediate action may be required to meet a particular situation.

For this purpose the Executive is given this provision of Ordinance. What was the emergent situation here? To meet an emergency situation the procedure of Ordinance is allowed to the Government under the provisions of the Constitution. Here, there was about 13 months of time available with the Government. What was the emergent situation? Why did the Government have to resort to the Ordinance procedure? I do not understand the logic behind this. It is very unfortunate. A good thing could have been done in the proper way. However, this Ordinance procedure is resorted to and that too not in an emergent situation but a situation that was in existence for over 13 months. This is rather peculiar.

I would again request the Government not to resort to this Ordinance procedure very often. The Government does that every now and then even for things which come in the normal way of life. We all know that 98 per cent of the rural population is devoid of a chance of viewing international events. That situation is there for a long time. Unfortunately, the Government did not take any action and the authorities thought of bringing an executive order.

I would request the Government not to resort to this Ordinance procedure here after unless there is an emergent situation. With these words, I fully support the Bill.

SHRI SUBRATA BOSE (Barasat): Madam Chairperson, I rise to support the Bill on the sports broadcasting introduced by the hon. Minister of Information and Broadcasting. I support it for mainly two reasons.

In great parts of our country, cable channels or pay channels are not available to the viewers and this Bill will ensure that people who stay in the rural areas would also have the opportunity to view or listen to the commentary of this crazy game called cricket. Cricket

[Shri Subrata Bose]

has become a craze in our country and that is perhaps because of the broadcasters. Otherwise, from the sportsperson's point of view this is not a popular game. As other hon. Members have mentioned, this is an expensive game. In our country there are very few sportspersons or sports-minded young men who can take part in the game of cricket.

I support the Bill for another reason also. I have seen that some of those who stay in areas where cable or pay channels are available are not in a position to utilize this facility because they cannot afford to have such cable or pay channels. Therefore, their only recourse is Doordarshan or Akashvani. Therefore, these people also will have an opportunity to view or listen to the sports broadcasts which are mainly done by the private pay channels.

I am also very happy that in Sub-Clause 1, Clause 3 of the Bill it has been said that the revenue earned from such broadcasts shall be utilized by the Prasar Bharati for broadcasting other sporting events.

So, I feel that this is very encouraging. I hope that the Prasar Bharati will ultimately in the long run not only utilize this revenue earned for broadcasting other sports events but also go out to financially assist those sports organizations who are promoting and developing indigenous sports and who suffer from lack of funds to properly promote and develop sports. I hope that the Prasar Bharati will also think in the long run to assist such promotional activities.

Though I support the Bill, I also have certain reservations. As I said, these are two reasons for it. I would like to share my own experience—which I hope the hon. Members would also share and bear with me—that people who have the opportunity to have private channels in their sets, they hardly see Doordarshan programmes. Why is that so? It is because the technical quality of Doordarshan is not up to the mark whereas the technical quality of the private channels is much better than that of Doordarshan. When we watch the game, we would like to watch it from different angles, which we cannot get in Doordarshan because very frankly I would say why. I would like to give an example. Doordarshan cannot have that many cameras as private channels have. This is something the Doordarshan or the Prasar Bharati or the Akashvani will have to look into it. Technical quality of the programmes will have to be improved to make it more popular.

There is also another reason—the quality of programmes. Some Members have mentioned that the quality of programmes is rather dull compared to the programmes which are featured by the private channels and that is the reason why people do not turn to Doordarshan, if they can afford to have and if they have the opportunity to have private channels airing their programmes in their television sets. This is a matter which has to be looked into.

Gone are the days when Akashvani and Doordarshan were monopoly organizations and people had no other opportunity to hear other views in the private channels in this country. I think the quality of programmes featured in Doordarshan and Akashvani will also have to be improved.

I was hearing the speech of the hon. Member, Shri Satpathy with great attention. With due respect I would like to say that he has gone to the extreme. I do not support all his views but in principle I agree with him in one thing, which is that the Doordarshan and the Akashvani should be developed as national and public broadcasters. The way programmes are aired by them, we have a feeling that they are the Government broadcasters. I think, Doordarshan has the capability and the scope to become the real national broadcaster. Not only are they showing governmental activities mainly or mostly but not showing all types of activities in our country.

I can say this from my own personal experience. I have been a sports person. I still participate in sports. I have been a sports organizer and also a sports broadcaster in Akashvani and subsequently in Doordarshan.

What I have seen is that this Government broadcaster is not really a public and a national broadcaster. They feel shy to air the views of persons who have different views on many issues, differing from that of the Government. I have met the hon. Minister of Information and Broadcasting; he also is aware of my personal experience in this regard. I think, to become a national broadcaster, the Doordarshan should follow the example of BBC of UK and become the channels for broadcasting the views of all shades of opinion and all different and varying programmes. Then only, the purpose of this Bill will be served.

With these words, I conclude—as my time is limited—by reiterating my support to this Bill.

DR. SEBASTIAN PAUL (Ernakulam): Madam, I welcome this Bill as it brings good news to millions of Indians who are enabled to follow sporting events of national importance on All India Radio and Doordarshan, irrespective of which satellite network owns broadcast rights.

Although there is an explosion in media choice with more than 300 TV channels, but pay or cable channel is still very limited—of the over 110 million TV homes only 65-70 million are cable connected. Most pay channels do not go beyond 30-40 million homes and that too during big sporting events. Terrestrial does deliver the audience and therefore the value for advertisers. When DD carried the TEN Sports feed during the Indo-Pak match a couple of years ago, the audience TEN Sports delivered was 81 million against DD's 145 million. It is, in this situation, that we make it mandatory for the rights holder to share, in public interest, the sports broadcasting signals with Prasar Bharati, but in fairness that should be restricted to terrestrial households by encoding the programming.

The Supreme Court, during the Indo-Pak match two years ago, and recently the Delhi High Court, during the India—West Indies series, have delicately balanced the interest of the viewers and the broadcast right of the owners. The present Bill tries to give a legal frame to that attempt by breaking the unjustifiable monopoly. The immediate fallout is that fundamental rights of the citizens under Article 19 (1) (a) of the Constitution, regarding right of viewers have been given effect to.

A question may still be asked as to whether the broadcasters ought to share live feed with the public broadcaster. Doordarshan has wide reach in India and going by sheer number of viewers, such a prescription may not be unjustified. However, there has to be a transparent policy in this regard especially when it tramples over private property rights. The mandatory sharing imposed by government is not without international precedent and most countries do impose conditions. Time, therefore, seems ripe for the government to frame proper guidelines so that broadcasters share their feed in a legally justifiable manner and that their commercial interests are not compromised. The advertisement free feed given to Prasar Bharati should be used in such a way that there is no commercial loss to the rights-owning channels and a balance is maintained between private gain and the wider public interest. The public broadcaster, functioning with full public support, cannot live long on charity alone. It has to find ways and means to compete

and live along with private broadcasters. There was a time when the Ministry of Information and Broadcasting considered commercial broadcasting and advertising through All India Radio as not conducive to the healthy development of broadcasting in this country but that was half a century ago, before the advent of private operators in the field. Now we are permitting Prasar Bharati to keep 25 per cent of the revenue and the All India Radio 50 per cent of the revenue generated from advertisements, a windfall gains that should be used for public benefit. There is nothing wrong in forging mechanisms whereby telecasts of high interest are made available to the largest possible number of viewers. But such arrangement must be rational and not infringing upon the monetary support structure for sport.

[*Translation*]

SHRI GIRDHARI LAL BHARGAVA (Jaipur): Madam Chairman, I would like to submit two points. I am opposing the ordinance brought by the hon'ble Minister from the very beginning because there was no urgency for it and now he has brought this Bill. Today, Football and Cricket are two such games that create sensation among people. Hon'ble Minister is a Football lover and Shri Pawar a Cricket lover and they have brought this Bill to solve this matter. I know that your victory is certain in this, there are no two views about it. My request is that this ordinance should not have been brought.

Madam Chairman, hon'ble Minister knows that on some TV channels such programmes are being telecast which are not in accordance with the Indian Culture. Two channels were showing obscene scenes and you had restricted them to do so after this matter was raised by us in the parliament and in view of the dignity of the House. I only want to say that the Government should definitely take some action so that we can show the Indian Culture in proper light. But, Indian Culture is being tarnished by many channels even today.

Madam Chairman, it is true that he will increase the revenue of Prasar Bharati but there are many sports in our country which need to be promoted. I demand that the Government should make efforts for it. Not everyone has a TV today. Earlier, very few people had even radio but its importance has decreased after the arrival of the TV. It has become such a medium through which every voter's house can be reached. There are no two views regarding the fact that Doordarshan has become a medium of publicity due to arrival of TV almost in each

[Shri Girdhari Lal Bhargava]

and every household. And the Hon'ble Minister is promoting it, I thank him for this.

Madam Chairman, the Doordarshan and the radio are working properly today but my submission is that there are other sports also besides cricket. There is a sport in our Rajasthan called 'Gilli-Danda'. It is also like cricket because it also involves running and catching. If hon'ble Minister does not know about it, then the minister of Environment and Forests from Sawai Madhopur in Rajasthan can tell him. I invite him to participate in this game if he would like to see this game. There are many sports in our country but cricket is a costly one. Today, we see that cricket is being played in each and every street and everyone is playing it. Everywhere, cricket tournaments are being organized today. Besides cricket, there is kabbaddi which does not involve any expenditure, there is weight lifting involving no expenditure, there is table—tennis involving no expenditure, there is basketball involving no expenditure and there is kho kho involving no expenditure.

15.00 hrs.

These are the sports which can be promoted alongside cricket which is very expensive, if the Government take care of them. The Government must take care of football because it is almost dying. A shield in the name of former Rajasthan Chief Minister Mohan Lal Sukhadia is lying with the sports council in Jaipur. We organized Diamond All India Football Tournament in which Pakistani team also participated. I have also been a football lover and have been organizing matches. Therefore, I request you to think about football and other sports.

My last request is that there should be a sports school for promotion of these sports. Not a university but a sports school will certainly promote the rural talents in sports, this will benefit them as well as branches of sports schools will be opened in each state capital. This will certainly promote the sports. He should certainly consider this. We have many sports, Chief Minister of Rajasthan Shrimati Vasundhara Raje has purchased a piece of land at Jagatpura where archery and horse riding will be taught to Limba Ram and other sports persons. The Government of India should also come forward to support the Rajasthan Government in promoting the two sports so that sports get promotion in Rajasthan and good training of archery and horse riding is available to the sports persons.

In the end I oppose the promulgation of this ordinance. I want that football should won the match between football and cricket in the Parliament. Otherwise this bill is welcome. This is a very good Bill. I believe you would promote other sports as well which are not expensive with these words I support the Bill while opposing the ordinance. Thank you for giving me an opportunity to speak.

[English]

PROF. M. RAMADASS (Pondicherry): Madam, I rise to support the Sports Broadcasting Signals (Mandatory Sharing with Prasar Bharati) Bill, 2007.

At the outset, I compliment and congratulate our dedicated Minister for Information and Broadcasting for bringing this Bill before this august House. While piloting the Bill, the hon. Minister outlined the objectives of this Bill as well as the advantages that would be derived by this nation as a consequence of this Bill. I fully endorse the objectives and other provisions which he has indicated.

A question was raised as to why the hon. Minister brought this Bill through the Ordinance route. The whole nation knows the exigencies and contingencies under which this Bill had to be brought through the Ordinance route. I hope the hon. Minister would be able to give a fitting reply to it.

In my view, this Bill has three distinct advantages. The first advantage is that it will break the monopoly rights of some of the private channels in this country. By using exclusive rights, they have created a situation where you do not have a free and perfectly competitive market. There is no fair play among the players in the field of television. Some of them who have lot of resources, muster all support. They bid for relaying certain games like cricket and they try to monopolise the whole situation. What is ironical is that even a Government organization like Doordarshan has not been permitted to show the cricket match to a large number of people.

It was because they had given the highest bid and so they had monopoly over that. Not only that, they have earned a lot of money out of advertisement which they get because this is a plump channel which is viewed by a large number of people and so all advertisers rush to these people. Therefore, the monopoly rights that were created were actually acting in detriment to the interest of the people at large. It was because, firstly, they denied

access to a large number of people from viewing national games. Secondly because they have been accumulating a lot of wealth which went against the concept of equality of income and distribution of income in this country. Therefore, this monopoly had to be broken. Of course, when we have permitted the process of privatization, these are concomitant evils that we will have to face. But at the right time the Government has come forward with a Bill to break the monopoly and therefore, I accept the Bill and I also welcome the Bill.

Secondly, the Bill says that 25 per cent of the revenue earned by the exclusive right ownership will come to the Government. From this 25 per cent, the hon. Minister has assured, not even a single pie will be taken to the exchequer of the Government. This is a good move. What is he going to do with that 25 per cent? He is going to spend this money for propagation of a large number of games in the interest of the people of this country. Here I see a sense of social justice in the matter of games. Today everybody is obsessed with cricket. I do not want to say what Bernard Shaw said because I would be questioned for it. But I would only like to say that there are a large number of games that are indigenous in character, which originated in this soil and these games have been given a stepmotherly treatment by all the people, the sporting associations, the sporting federations, by Doordarshan and various other organizations. If there is a game of volleyball, then it is not telecast as much as it is done in case of cricket. If there is a game of *Kabaddi*, it is not telecast. Now, the hon. Minister says that he will use this fund which would be generated by acquiring exclusive right of ownership for the benefit of propagating all these games and I hope that this is a right step for promoting these games. It is because by showing these games we would be able to project the innate talents of our people and also motivate others to play these games and thereby help in development of manpower for these games.

Thirdly, such a step would help in making other games popular in this country.

Sir, the only point that I would like to make is that the Doordarshan and All India Radio are other players along with the private players. Now the question is whether taking out the property of the private players would be questioned in a court of law or not. This is what is being apprehended because it involves the question of fundamental right. Of course, the Bill will provide the necessary legal protection in this regard. But

what I would like to suggest here is that just like we have created regulatory authorities in various other fields, like in case of MTNL we have created a regulatory authority; in case of insurance, we have created a regulatory authority; in case of petroleum and natural gas we have created a regulatory authority, likewise in the field of television and other information also we could think of creating a regulatory authority. The Ministry of Information and Broadcasting is the arbitrator. Doordarshan and All India Radio come under it. Therefore, it would be prudent if the Government created a regulatory authority to govern all these things as well as to decide about their sharing with other channels. Therefore, in the interest of the Government, in the interest of the State, I approve this Bill, I support this Bill wholeheartedly and I once again congratulate the hon. Minister for his act.

DR. K.S. MANOJ (Alleppey): Sir, I rise to support the Bill which seeks to provide listeners and viewers on a free to air basis of sporting events of national importance through mandatory sharing with Prasar Bharati. It is a fact that not only the private channels but Prasar Bharati also is not interested in telecasting the sports events that are not economically beneficial to the channels. I had a bitter experience of that.

Last year, in my district, we organized two sporting events—one was the Asian Power Lifting Championship and the other was the National sub-junior Table Tennis Championship. The organizers approached the Prasar Bharati for telecasting the events, but they were not willing to telecast those events. I, myself wrote a letter to the hon. Minister about this, but till date I have not received any reply to my letter. When enquired, it was learnt that Prasar Bharati is not telecasting it because if they were to telecast those events, then the organizers had to pay a certain fee for that. In rural backward areas where the organizers are constrained to raise funds to organize such events and so it was very difficult for them to pay any fees for telecast of such events. So, my request to the hon. Minister is that all sporting events, not only cricket, but other events like athletics, football, hockey and sporting events particularly popular in rural areas like *Kabaddi* and *Kho kho* and other such events which are played even at the national level, not may be of national importance, should be telecast by Prasar Bharati and also should be made mandatory for other channels to telecast such events.

In this context I would like to mention that Governmental encouragement to sports is on the decline.

[Dr. K.S. Manoj]

In this year's Budget also apart from allocating a certain amount for the Commonwealth Games and for some national event scheduled to be held in Mumbai, no allocation has been made for other sporting disciplines. Earlier, grants were given to the States for building up sports infrastructure in the rural areas. Also, assistance was given to universities. But now there is no provision for any funds for these events. Many renowned sporting personalities have emerged from excellence at school, college and university levels. So, some financial assistance should be provided, grant should be given to the school level, college level and university level sportsmen and women. There should be financial support also to the States for building up rural sporting infrastructure. Sir, with these few words, I conclude.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Madam, I sincerely thank all the hon. Members who took part in this discussion and have extended their support to the Bill.

Madam, first of all, before I go to the merit of the entire debate, on behalf of the Government and of course, on behalf of all the Members of the House I would like to send my best wishes to the Indian cricket team for their resounding success in the cricket world cup scheduled to begin next week.

Madam, this Bill that has been brought forward by the UPA Government is not intended for any particular game and is neither named as "Cricket Right Sharing Bill", though the discussion on the Bill remained substantially confined to cricket. It is titled as Sports Broadcasting Signal Bill. I would like to make it clear that this is not a Bill that is cricket specific. Cricket, of course, is one of the sports, but it is not a cricket specific Bill. It is a sports specific Bill.

Madam, the first question that was asked was about the necessity of an Ordinance and why was the Government sleeping. The Government was not sleeping. Since 1997 till 2001-2004, be it the Government under the former Prime Minister Shri Devegowda or the Government under Shri Atal Bihari Vajpayee, each Government tried to bring a comprehensive broadcasting legislation covering another space for sports management within broadcasting. All these Bills could not find the light of the day either due to dissolution of Lok Sabha or it could not proceed beyond introduction. And the cry today throughout the world is, why does not a country like

India having more than 8 per cent growth, having more than 310 television channels and more than 3000 newspapers and periodicals operating, have a kind of regulation. At the same time, Madam, you will appreciate that the word 'regulation' smells a kind of control, a kind of regulation which is not appreciated in the free market economy by many players who feel that they will be controlled or interfered. Therefore, the UPA Government, from day one, took a decision that they will bring a Broadcasting Regulation Bill or a comprehensive Broadcasting Regulation Bill after a detailed discussion with the stakeholders, the newspaper industry and the television industry in consonance with the fundamental rights of our Constitution which should not be compromised without interfering with the contents or editing. Ours is one of the biggest democracies of the world. We cannot suddenly bring a Bill and show our intention. That process is on and hopefully, we shall bring a comprehensive legislation very shortly in Parliament after disposing of major business and after talking again to the stakeholders. I claim with all humility at my command that the kind of legislation which we will bring will be one in the whole world and no country in the world can claim such a kind of transparency in that legislation.

Now what was the urgency of the Ordinance? The Supreme Court gave a declaration long back, before 1995, that air waves are not public property. The whole thing emanated from there. The signal which is coming from abroad to India is called downlinking and the signal which is going from here is called uplinking. Now, if it is a public property, then should there be a mechanism managed by Indian Telecommunications Act or managed by our broadcasting system in a manner that we get the right things in a right manner with right management.... (Interruptions) So, the UPA Government felt it proper to go not with a law but to take the stakeholders into good faith. My predecessor, Shri Jaipal Reddy talked to the stakeholders in terms of sports. As regards sports channels in India, excepting DD Sports with a little bit of ZEE Sports these days, all the sports channels are foreign channels. They are companies having foreign origin with a unit in India to have the downlinking and uplinking guidelines. The UPA Government, with the help of my predecessor, Shri Jaipal Reddy, brought these guidelines not all of a sudden. It was debated in the Group of Ministers for a month and then the guidelines came into being after consulting the stakeholders saying that we are not imposing a stick on them; you cooperate with us; and we will cooperate with you. Madam, I would like to

place it on record that some in the sports marketing group did cooperate with the spirit of the guidelines till 2006. Suddenly some of them felt that if they can confine the whole operation limited to cable network and satellite, their price valuation and profit making process shall go up. Meanwhile what had happened? Madam, you will be shocked to hear the whole story.

A question came like how Prof. Rasa Singh Rawat had put. Why Doordarshan did not bid? It is a very important question. I can bid, I can lose or I can win. That is a different matter. But Doordarshan cannot go and bid for a property which it does not own. Doordarshan owns only terrestrial property and not satellite or mobile or the Internet. The stake holder bundled all the property in the common bid basket without consulting us. My property, which is terrestrial, was also bundled with other properties. How can Doordarshan go and bid for a property which it does not own? We do not own mobile telephony; and we do not own internet. We only own terrestrial platform. It is very limited. Therefore, it was difficult for me to bid. Naturally, the other bidders bought the other properties and bundled them together and then chose not to exploit the terrestrial because if they exploited the terrestrial, as per the guideline they have to share the signal. If they share the signal, then people of India will see it. So, they tried to confine it to satellite operation so that the cable fee and satellite fee can go up and only those who can afford to pay can see it, with the result, only 60 million homes will be able to see it and the other 50 million homes will remain dark.

When West Indies match came, we relied on the good faith because the same group followed the guideline in 2006 matches. Then they said: "We cannot follow the guidelines and we are prepared to talk to you provided you give 15 minutes delay of the match." Then, I said: "How can it be because it is the guideline of the Cabinet?" Some of them went to court. The courts said that they cannot give stay to the guideline. Courts did not stay the guideline. They argued that guideline is not a law, so they are not bound by it. They repeatedly said that guideline is not a law and that they are not bound by it. Then in the West Indies match, the hon. Court said: "I will dispose of the petition later. But the people are crying to see the match. You ask for 15 minutes delay and we allow 7 minutes delay. Deposit Rs. 5 crore with the Prasar Bharat immediately." We had to accept 7 minutes delay ordered by the court because guideline is not a law. After all, it is only a guideline.

Then, they said that they will sit with us and settle the issue the next evening. When my people were waiting for them the next evening, instead of coming, they sent the notice of the court, to appear before the court. The decision of the Government, the decision of the Cabinet, the will of the people and the desire of the millions of sports lovers were put on hold. At that point of time, we felt that we should go through the ordinance route because at that time I could not bring in a law as Parliament was not in session. At that time the last match of India-Sri Lanka was pending. Finally, the India-Sri Lanka match was shown.

A section of the media argued that the Government of India is interfering in somebody's property and grabbing it, which they are not entitled to. I would like to answer that. By doing this we helped the game of cricket and the stakeholders. Since those who gave the advertisement knew that it can reach only 60 million homes, they were prepared to pay them only 100 dollars. But once the companies got the message that after this the reach will be 110 million homes, they were prepared to pay 150 dollars. We argued in that way. But they did not listen.

The same channel which showed the match, the Neo Sports, said in the Press that they were impressed by this decision and that their profit margin has gone up more than their expectations. The moment the companies came to know that after the decision of the Government, it will reach 110 million homes, many big Indian companies which were not giving advertisements earlier, agreed to give advertisements. I would like to dispel that wrong impression that we are disturbing their business. We are not disturbing their business. Rather, we are increasing their business. We told them, "You earn as much money as you like and you have as many advertisements as you like, but allow the people of India to watch the matches in reasonable terms." Are we gaining by this decision? No.

The Prasar Bharati is losing. By showing a match the whole day, we are not earning revenue, but we are losing revenue. If you see the Act, 75 per cent of the revenue generated by the stakeholders or by us will be taken away by the property holders. The 25 per cent of the revenue which will remain, that will take 9 to 10 per cent for our opportunity cost, sending camera, positioning camera and sending people. The balance whatever will come to the coffers, the net may be 15 per cent, 16 per cent or 17 per cent. With that, we brought a new idea that even that amount we shall not use for our purpose

[Shri Priya Ranjan Dasmunsi]

and we shall not give it to the coverage. ... *(Interruptions)*
I agree with you. You wrote to me. We cannot help because if I give you the coverage and cost for nothing, there is a scanner of C&AG as to how can you spend this money where you have no earning. So Prasar Bharati was helpless. What do they do? Then we thought of which are the disciplines bringing respect for the country yet do not get a sponsor, no banner of any company. For example, wrestling, archery, kabaddi, shooting, track and field, women's hockey, people have started forgetting all these disciplines because they have no sponsor. They asked that if you simply give the coverage, then we can organize money. It is because some company in my locality said, if my banner is shown, I will pay you one lakh of rupees. We cannot guarantee that banner and that is why they could not show. This amount we are keeping to distribute for the national events, championship, final, semi final, major exposure to give some exposure. How do we do it?

You please see Section 7. We are bringing the rules which will be laid on the Table of both the Houses. We will consult (a) the Ministry of Sports and (b) the Apex Body - Indian Olympics Association which are the disciplines which you think can be protected in the year 2007 or 2008 or 2009. The National Championship will be held either in Hyderabad or in Kolkata or in Coimbatore. Which are the disciplines you feel to be protected? We will go by their consensus decision and those disciplines or coverage will be shown by Doordarshan. That cost we will bear from that and they will mobilize money from the market. What could be more friendly legislation than this? I do not know why there are a lot of arguments as if we are acting as a dictator. The answer is no. This compelled me to bring the Ordinance. Why? It is because we had a contract with GCC for the World Cup long back. We felt nervous. If based on the guidelines again somebody goes to the court on the eve of the World Cup and say we are not bound, the hitch will go on and people will not listen.

You are all Members of Parliament representing people. People's right is the terrestrial. It is sold in the market without talking to the Parliament, without talking to the custodian of the right, the Prasar Bharati. It is not being exploited. People feel that the Government has no capacity to utilize its right which is sold without consulting the Government to a brokerage. That is why we have no other alternative but to bring the Ordinance. Normally a Government does not desire an Ordinance route unless serious situation comes. Therefore, we felt it proper that

there will be a panic among the viewers that we will be deprived of seeing the match. Therefore, to legitimize the guidelines, we had to bring the Ordinance. We added only two things in the Ordinance (a) the revenue to be spent for other discipline, whatever we will save after the whole thing as net that and second the selection of the national importance game to be decided not by the Minister, not by the Ministry, but by the Prasar Bharati, Ministry of Sports and the concerned discipline of that game. Take for example Tennis. If Sania Mirza qualifies in qualification round or quarter final, or reach the second round of the Wimbledon, please try to do it. We will negotiate with them. If the Volleyball Federation says in Asiad they are going to reach the Quarter Final, please show that event. Then we have to show that event. If Football Federation says that we are qualifying in the Olympics, please show that match. We will show that event. We cannot do on our own arbitrarily. We have to talk to the concerned Federation where we feel it is very important. The national importance mechanism should be worked out with the Ministry of Sports, Prasar Bharati and the concerned discipline or their Apex Body. So it is again more transparent.

Lastly I would like to say that besides these reasons what the Ordinance says, I will first dispose of Ordinance and then I will come back to other. The moment the market is very clear that no showing is certain in the terrestrial network, with all respect to all the business group, I would say that speculation in the market starts as to what will be the official rate of the Cable to hook the game and what will be the unofficial rate. I am sorry to say that in spite of the CAS, I am told that in Delhi, during the West Indies match when they were clear that Government could not show it on the television screen, the Neo Sports signal by the cable was bought at Rs. 55, Rs.52, Rs. 48. Our rate which was stabilized by TRAI for all the pay channels is only Rs.5. So, these things happen when speculation starts. Now, there is no speculation because they know that we will see it in the terrestrial network also. These are the reasons for bringing forward the Ordinance. I hope the hon. Members will share it with me.

The merits of the Bill could have been discussed more. Many have discussed it. But, I think, the discussion is almost a discussion on the promotion of sports and future of sports for which, you will appreciate, my distinguished colleague Shri Mani Shankar Aiyar can answer if he finds time to have a discussion. He cannot participate in it now. It is difficult for me to answer all the issues on sports within the ambit of this small Bill.

Shri Ajoy Chakraborty has referred something to me directly. I would like to inform him—he was with me in Spain—that he knows that Football has got a three-dimensional change. In the days you talked of, Football was to be played for 60-70 minutes. In Kolkata, some ten years before, Football match was to be played for 70 minutes. All our past heroes played for 70-75 minutes. Now, the regular play of Football has gone up to 90 minutes and definitely up to 120 minutes. The kind of professionalism has come throughout the world. There is the market economy. We are still languishing in amateur activity. We are slowly trying to lift it up to semi-professional level. Finally, we can go to professional level. It is not easy and it cannot be done by a stroke. I can only inform Shri Ajay Chakraborty and a few others, through you, Madam, that there are countries and their law is somewhat a peculiar law. I can hire a guy from other country, give him temporary citizenship in my country, I can field him in the team, win the medal and go away with that. But the Indian law is not that. I do not like to mention the name of any country. My dear sister, the golden girl of India Jyotirmoyee Sikdar, mentioned about Qatar. You simply take the list of the players who won the gold medal. Where do they belong to? How long have they stayed in Qatar? Also, it happened in Andhra Pradesh when the Afro-Asian Games took place. Shri Yerranna is here. Shri Chandrababu Naidu picked up the best boys and girls from Bengal; made them residents of Andhra Pradesh and won the game. But in the national team, the law of the land does not permit it in India. ...(*Interruptions*) It is permitted elsewhere. The Senegalese are playing in the French League.

We are moving towards professional game. Till we do not reach the professional level, still we do not have that skill, that needs money. You say we are getting the rejected players and hiring a coach to train them. Do you know what their salary is? I am involved in this discipline for the last so many years. The entire cost of a full World Cup match of Cricket is just the bare minimum cost of one club of football called Real Madrid. What all the top stars of cricket get is only one-year salary of David Beckham. You should understand the gap in the professional support and the market.

We are trying and struggling. We have to reach that level with the market support. Nowhere in the world - I can challenge any expert—excepting the countries which are controlled by a regimented system in the Middle-East or some socialist countries, Government supports or pays

for the sports. Sports are developed by the market support on their own. Government only gives a little bit of infrastructure support. Be it in Japan or any part of Europe, it is the company which supports, it is the market that supports. Therefore, when that debate comes up before this House, I will respond to that.

I would like to put the record straight on one thing which was referred to by Shrimati Jyotirmayee Sikdar. She said that we are giving 25 per cent of the advertisement revenue to medal winners in other games. I would request her not to make that mistake. Otherwise, I will be caught in the wrong trap. We said that we would cover those games, which are bringing medals to our country and which do not get sponsors, with this resource. It is not that we are paying this money to medal winners. That is not correct.

Madam, I, now, come back to the core issue of the law. There was also an argument in the media and in television channels that such an Act is being passed only in India. No, this is not correct. I would like to remind the House that 70 per cent of entire world's cricket revenue flows from India and Indian market and when Indian market contributes 70 per cent of the cricket revenue generated in the world, sometimes it goes up to even 80 per cent, can the common viewers of India be deprived of seeing the game live on television? Australia contributes not even 10 per cent of the world's cricket revenue and United Kingdom contributes not even 5 per cent and yet there are laws in the United Kingdom and Australia which are far more stringent than the one we are passing today. In those countries, the law says that the Minister would decide the matter. But we brought out a very modest and compromising arrangement under this law. Some people are saying that we have brought out a draconian law, we have become dictatorial, interfering in the freedom of rights holders, taking away somebody's rights etc. It is not correct.

There is a lot of criticism about Prasar Bharati. I am prepared to accept most of the criticisms. We are trying to overhaul it. We have got a very strong Chief Executive Officer now. Prasar Bharati did not have a full Board for years together, including the period when the BJP was in power. But within the shortest possible time, we have constituted the full Board of the Prasar Bharati according to the Act. Then, we have also appointed a Group of Ministers to take note of all the evils that are afflicting the Prasar Bharati now, including the harassment of casual workers and we have requested them to come out with

[Shri Priya Ranjan Dasmunsi]

a decision soon. We will even amend the Prasar Bharati Act, if necessary. We are taking care of all these things. It was nobody's baby. Everybody who came here played havoc with this organization. I am told by the officers of Prasar Bharati that more than Rs. 2,500 crore are the due to be paid by defaulters. It is under arbitration. I would not like to name anybody here. But everybody tried to play with Prasar Bharati. We have to clean it up. It is a challenging task. The best possible cameras are with Prasar Bharati now. I also have information that a few of those have been used for a private purpose, not for the official purpose of public service obligation. I am looking into this also. We will not compromise an inch on such matters.

I would like to put certain facts before the House. Who carries the campaign of Pulse Polio in the country? It is Prasar Bharati which does it. Did *Saas Bhi Kabhi Bahu Thi* Serial ever carry this campaign? Who carried the news about Tsunami victims and how they survived? Who carried the campaign against AIDS? Who carried the campaign on Mid-Day Meals? Who carried the campaign on *Sarva Shiksha Abhiyan*? All these campaigns are carried only on Doordarshan.

My friend Shri Tathagata Satpathy is not here.

SHRI TATHAGATA SATPATHY: I am here.

SHRI PRIYA RANJAN DASMUNSI: He is here. He was very arrogant and he talked about All India Radio's role during the Emergency. Let us forget about the Emergency episode. Whatever little I learnt to run this Ministry, I learnt from the legacy of my great sister, his mother Nandini ji also who had been the Information and Broadcasting Minister of the Congress Government when Indira ji was the Prime Minister. Let us not see everything as a sick thing. I would not like to say anything about which is imperialists' game or non-imperialists' game. But I would like to say that it is in the same India, in 1911 in the field of soccer, the Mohan Bagan Club, Calcutta, raising the flag of the national movement, defeated the first British Team. Therefore, it is not that everything is bad in Doordarshan. Was it not Doordarshan who screened the great epic serials of *Mahabharata* and *Ramayana*? Was it not Doordarshan which also screened the classic *Hum Log*? Was it not Doordarshan which screened The Sword of Tipu Sultan? We are not commercially viable because we have to carry a lot of public service obligations. Tell me any private channel of the country other than the Prasar Bharati, does the *Krish Samwad* in the Prasar Bharati that we do, talks of that?

SHRI B. MAHTAB (Cuttack): E TV.

SHRI PRIYA RANJAN DASMUNSI: They tell the crop price and not how to see and all these things... *(Interruptions)* I say with responsibility that the space that we occupy, no private channel occupies.

Again I come back to you. This day, after the UPA Government came in please do not take it otherwise - we are not doing any India shining or India smiling campaign. You watch tonight's Doordarshan, you will find the Prime Minister speaking. Yes, you will find him speaking because he is the Prime Minister. If you had watched Doordarshan two days' back, you would have found Advanji speaking. You take out from the Chief Ministers of Bihar to Orissa, most of the Chief Ministers, irrespective of their Parties, whenever they contribute a major thing in the Assembly, I am trying to record that.

The objectivity has gone up substantially. Therefore, please always do not think in bad eyes that he is doing bad, he is doing bad. As I have shown the Government programmes, Mr. Satpathy, equally, I have shown in Doordarshan the glamorous picture of the Chief Minister of Orissa with Lakshmi Mittal in a private investment in Orissa.

SHRI B. MAHTAB: Thanks for your comment.

SHRI PRIYA RANJAN DASMUNSI: So, you have seen it! Therefore, I just tell you that you assess objectivity. Whatever is wrong, we will correct ourselves, but try to sometimes support a cause which is dedicated to the people and not for any political party or any individual.

With these words, I do not think, I can narrate any more. But, yes, Shri Suresh Prabhu raised two points, that is, DTH and Encryption. In DTH we have a technical problem. What is that technical problem? Now, suppose DD-I is a DTH of Tata Sky, DD-I is a DTH of Zee. DD-I is a terrestrial channel and if in that channel somebody can see cricket and if some subscriber on DTH Tata Sky say I have a right to see my DTH where DD-I is there, I cannot suddenly stop him. We are examining that matter in the legal framework.

Insofar as the encryption is concerned, yes, we have 1,400 transmitting stations. If I decode all 1,400 together and suppose something goes wrong in the country while I am to say de-link cricket as a message, say a message

to China or to Pakistan, has to go abroad through DD that something major happened and the Parliament has to make a statement, if I decode everything at a time for 24 hours, that means the public service obligation should not do anything on that day. All will be closed.

Therefore, the Cabinet gave a direction to me to have a technical committee with the stakeholders, with ESPN Star, with ZEE, with Nimbus, with BCCI and have a meeting, find out a common device to protect the signal which cannot be pirated abroad. These three meetings have been held and 16th is the last meeting. After the outcome of the meetings, whatever necessary provision is required can be made. We can put it in the rules. That is why, I kept Section 7 vide giving the Central Government the power and I shall again report back to the Parliament where the rules will be laid in both the Houses.

With these words, I would like to thank all the hon. Members and I feel the Bill may kindly be considered for passing.

MADAM CHAIRMAN: I think, the mover of the Statutory Resolution, Shri Rajiv Ranjan Singh, is not present; so we have to put it to the vote of the House.

The question is:

"That this House disapproves of the Sports Broadcasting Signals (Mandatory Sharing with Prasar Bharati) Ordinance, 2007 (No.4 of 2007) promulgated by the President on 2 February, 2007."

The motion was negatived.

MADAM CHAIRMAN: The House shall now take up the motion for consideration of the Bill.

The question is:

"That the Bill to provide access to the largest number of listeners and viewers, on a free to air basis, of sporting events of national importance through mandatory sharing of sports broadcasting signals with Prasar Bharati and for matters connected therewith or incidental thereto, be taken into consideration."

The motion was adopted.

MADAM CHAIRMAN: The House shall now take up clause by clause consideration of the Bill.

The question is:

"That clauses 2 to 10 stand part of the Bill."

The motion was adopted.

Clauses 2 to 10 were added to the Bill.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

SHRI PRIYA RANJAN DASMUNSI: I beg to move:

"That the Bill be passed."

MADAM CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

[English]

SHRI MADHUSUDAN MISTRY (Sabarkantha): Madam, there was lathi-charge in Gujarat by police on Dalits ...*(Interruptions)*

MADAM CHAIRMAN: You cannot raise anything like that without notice.

...*(Interruptions)*

MADAM CHAIRMAN: Nothing will go on record.

...*(Interruptions)*

MADAM CHAIRMAN: You give a notice.

...*(Interruptions)*

[Translation]

MADAM CHAIRMAN: You can not start speaking any time at your will.

...*(Interruptions)*

*Not recorded.

MADAM CHAIRMAN: Nothing will go on record. This is not the way. Please take your seats.

*(Interruptions)...**

[Translation]

MADAM CHAIRMAN: You cannot speak like this without notice.

...(Interruptions)

[English]

MADAM CHAIRMAN: This is not the way.

[Translation]

You cannot do so. This is not proper. You please take your seat.

...(Interruptions)

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRI PRIYA RANJAN DASMUNSI): Madam, now you may take up discussion on the Railway Budget.

15.48 hrs.

RAILWAY BUDGET, 2007-08—GENERAL
DISCUSSION
DEMANDS FOR GRANTS ON ACCOUNT—
(RAILWAYS), 2007-08
DEMANDS FOR SUPPLEMENTARY GRANTS—
(RAILWAYS), 2006-07
AND
RESOLUTION RE: APPROVAL OF
RECOMMENDATIONS IN FIFTH REPORT OF
RAILWAY CONVENTION COMMITTEE (2004)

MADAM CHAIRMAN: Now we will take up Item Nos. 15, 16, 17 and 18 together.

*Not recorded.

I would request Shri Velu to move the Resolution.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): Madam, on behalf of my colleague Shri Lalu Prasad, I beg to move:

"That this House approves the recommendations contained in Paras 45, 46, 47, 48, 49, 50 and 51 of the Fifth Report of Railway Convention Committee (2004) appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues etc., which was presented to the Lok Sabha on 18th August, 2006, with modification to Para 50 that appropriation of the principal component of the lease charges to the Capital Fund would be made through Major Head 3006 instead of Major Head 3001."

MADAM CHAIRMAN: Motion moved:

"That this House approves the recommendations contained in Paras 45, 46, 47, 48, 49, 50 and 51 of the Fifth Report of Railway Convention Committee (2004) appointed to review the rate of dividend payable by the Railway Undertaking to General Revenues etc., which was presented to the Lok Sabha on 18th August, 2006, with modification to Para 50 that appropriation of the principal component of the lease charges to the Capital Fund would be made through Major Head 3006 instead of Major Head 3001."

The Motion was adopted.

MADAM CHAIRMAN: Motion moved:

"That the respective 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, on account, for or towards defraying the charges during the year ending the 31st day of March, 2008, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

Demands for Grant on Accounts (Railways) for 2007-08 submitted to the Vote of the Lok Sabha

| No. of Demand | Name of Demand | Amount of Demand for Grants on Account to be submitted to the vote of the House (Rs.) |
|---------------|--|---|
| 1. | Railway Board | 15,90,73,000 |
| 2. | Miscellaneous Expenditure (General) | 65,12,77,000 |
| 3. | General Superintendence and Services on Railways | 417,01,41,000 |
| 4. | Repairs and Maintenance of Permanent Way and Works | 749,03,02,000 |
| 5. | Repairs and Maintenance of Motive Power | 402,47,45,000 |
| 6. | Repairs and Maintenance of Carriages and Wagons | 817,37,38,000 |
| 7. | Repairs and Maintenance of Plant and Equipment | 419,45,18,000 |
| 8. | Operating Expenses-Rolling Stock and Equipment | 579,86,93,000 |
| 9. | Operating Expenses-Traffic | 1958,17,81,000 |
| 10. | Operating Expenses-Fuel | 2048,20,23,000 |
| 11. | Staff Welfare and Amenities | 321,66,32,000 |
| 12. | Miscellaneous Working Expenses | 335,23,36,000 |
| 13. | Provident Fund, Pension and Other Retirement Benefits | 1371,44,43,000 |
| 14. | Appropriation to Funds | 4272,98,74,000 |
| 15. | Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalisation | 4,28,12,000 |
| 16. | Assets-Acquisition, Construction and Replacement Revenue | 10,00,00,000 |
| | Other Expenditure | |
| | Capital | 4520,28,13,000 |
| | Railway Funds | 3581,89,17,000 |
| | Railway Safety Fund | 175,10,33,000 |
| | Special Railway Safety Fund | 321,75,00,000 |
| | Total | 22387,26,51,000 |

MADAM CHAIRMAN: Motion moved:

"That the respective supplementary 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 defray the

charges that will come in course of payment during the year ending the 31st day of March, 2007, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1,2,6,10 and 14 to 16."

Supplementary Demands for Grants (Railways) for 2006-07 submitted to the Vote of the Lok Sabha
(Vide List of Business for.....)

| No. of Demand | Name of Demand | Amount of Supplementary Demand for Grants to be submitted to the vote of the House. (Rs.) |
|---------------|--|--|
| 1. | Railway Board | 2,30,00,000 |
| 2. | Miscellaneous Expenditure (General) | 10,50,00,000 |
| 6. | Repairs and Maintenance of Carriages and Wagons | 32,79,05,000 |
| 10. | Operating Expenses-Fuel | 451,97,24,000 |
| 14. | Appropriation to Funds | 3954,58,65,000 |
| 15. | Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over-Capitalisation | 371,53,00,000 |
| 16. | Assets-Acquisition, Construction and Replacement | 5,00,00,000 |
| | Revenue | |
| | Other Expenditure | |
| | Capital | 1741,91,12,000 |
| | Railway Funds | 1008,55,92,000 |
| | Total | 7579,14,98,000 |

15.49 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

[Translation]

SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, atrocities have been committed against dalits in Gujarat
 ... (Interruptions)

[English]

MR. DEPUTY-SPEAKER: This is not the time to discuss about Gujarat here.

... (Interruptions)

[Translation]

MR. DEPUTY SPEAKER: You can speak when you get your turn.

... (Interruptions)

[English]

MR. DEPUTY-SPEAKER: Nothing is going on record. Whosoever speaks without my permission his speech will not be recorded.

...(Interruptions)*

MR. DEPUTY-SPEAKER: Please sit down. Now, Shri Thawar Chand Gehlot.

[Translation]

SHRI THAWAR CHAND GEHLOT (Shajapur): Mr. Deputy Speaker, Sir, I rise to participate in the discussion on the Railway Budget 2007-08. This is very disappointing budget with no improvements in store and bound to lead the Indian Railways towards sickness. No provision of resources have been made for the development of the Railways. The Minister of Railways has been trying to mislead the passengers and earn praise by jugglery for the last two years. In this connection I would like to make some points. The hon'ble Minister of Railways while presenting the Rail budget mentioned about no increase in fare. In the last budget also, he had said the same thing. In the budget speech this year the Minister of Railways has said that there has been 14% more income from the passenger fare vis-a-vis the previous year. I carefully went through the budget as well as the Annual Report for the year 2005-06 and tried to note as to how much increase in passengers has been there, which effected 14% more income from passenger fare alone. I noticed that passengers have been looted in the name of superfast charge. A number of passenger trains running at a speed of 65-70 km/hr have been accorded the status of superfast trains. Neither their speed has been increased nor the number of stoppages have been decreased. Nor any improvement in their upkeep has been taken care of.

PROF. RASA SINGH RAWAT (Ajmer): There is no Minister of Cabinet rank present. Hon'ble Minister of Railways is also not there.

[English]

MR. DEPUTY SPEAKER: The State Minister is here,

[Translation]

Sitting in front of you.

*Not recorded.

SHRI THAWAR CHAND GEHLOT: Neither any arrangement of cleanliness of these trains has been made nor is there any improvement in the catering services. Their name has been encashed to charge more from the passengers. The earlier Tatkal Reservation facility still continues. The only difference is in the charges which earlier was Rs. 50/- now Rs. 150/- for the last year. These are the two items on account of which the maximum money has been collected. I want that the details of the 14% more income on account of passenger fare should be made public. The hon'ble Minister should make it clear as to whether this increased income is owing to increase in the number of passengers or superfast charge or the increased charges for Tatkal reservation? If the Hon'ble Minister elaborate on this issue then, it would become clear that the increase in income is on account of Rs. 150 being charged for Tatkal reservation and the money being collected on account of superfast charge.

Indirectly, this money is being collected from all the passengers who reserves berths in Sleeper Class, AC. Three Tier or A.C. Two Tier except the general class passengers. I have seen the passenger kilometer table at page no. 46 of the Annual Report. Figures for five years are shown therein. There was NDA government three years back, there is no increase in the kilometers traveled by passengers, hence according to me, there can be no increase in income on this account. In table 3 at page no. 46 of this Annual Report for the year 2005-2006, average distance covered by the passengers is given. These figures too reflect that there is no significant change in the statistics from those during the NDA regime and the present ones. So I can say that the increase in the income on account of passenger fare has not been due to more distance travelled by the passengers or due to increase in number of passengers. This increase in income is due to charges being realized on 'Tatkal Reservation' and in the name of super fast trains.

I want to quote an example. There is a train named 'Golden Temple'. Earlier this train was known as 'Frontier Mail'. This train hardly covers 80-85 km in an hour. It takes 13-14 hours to reach here from Ratlam. The hon. Minister is also aware of this. I want to quote one more super fast train. 'Paschim Express' leaves Mathura at 7.00 and reaches Delhi at 10.35. An ordinary passenger train takes $2\frac{1}{2}$ - $3\frac{3}{4}$ hours from Mathura to Delhi where as Rajdhani takes $1\frac{3}{4}$ hours. But 'Paschim Express' a Super fast train takes 3 hours 35 minutes from Mathura

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to Delhi. It is very sad to note that if a train takes 3½ hours from Mathura to New Delhi and passengers are charged fare of Superfast train, then this is an injustice to them.

I want to quote one more example. The case of Indore-Nizamuddin Inter City Express is no different. A train between Mumbai and Jammu Tavi run under two or three names—Swaraj Express, Sarvodaya, Hapa and Jamnagar Express. The Minister is well aware that same is the case of these trains. The Government has not made any endeavour to modernize the Railways in the country in the last three Budgets while they claim to increase the speed of the trains. The Minister, last time had announced that he would be increasing the speed of Bhopal-Shatabdi Express from 140 kmph to 150 kmph and that train would be running at a speed of 150 kmph between Delhi and Agra. But the same has not been implemented as yet. They tried it but the train started getting derailed. If the speed of the train is increased from 140 kmph to 145 kmph then the Coaches overtake the engine and start getting derailed. The passengers are killed and the Coaches are cut to extricate the passengers.

16.00 hrs.

The Minister had made another announcement of constructing fast track. A survey was also conducted from Mumbai to Ahmedabad and it was said that the train would be running at a speed of 150 and 300 kmph. This scheme is also incomplete. This time again they are arousing high hopes of running trains at a speed of 300-350 kmph. No other Government than the Railway Minister can afford to create such a confusion. He has been doing so in Bihar for 12-15 years. The public was fed up with them and the result is before us. He is working on the same lines here too. The people will dethrone the UPA Government owing to the budget of Shri Lalu Prasad. Let us compare ourselves with our neighbour China. Railway network in China is almost equal to that of India. The growth rate of Railways is 24% in China against 1% in India. We are lagging behind so much as compared to China and talking of running the trains at a speed of 350-400 kmph like France and Japan. Where is the work of changing track going on. We need tracks and signal system as well other system of that level to run trains at that speed. They are not doing anything in this direction. They are not mobilizing resources but raising false hopes only. Take security. Railway passengers do not feel secure. We were looking forward and the people were demanding

that security measures should be taken but negligible provisions for security have been made in this budget.

Approximately 12000-12500 posts are vacant in the country including those reserved for SC and ST. 10000 posts of constables are vacant in RPF. There are more than 34000 level crossings in the country, out of which, more than fifty per cent level crossing i.e. 18000 level crossings are unmanned. There are no provisions in this budget for filling up these posts. No provisions have been made for chowkidars for unmanned crossings. We have seen the figures of accidents. More accidents have occurred at unmanned level crossings. Beside this, accidents have occurred due to failure of signal system but no efforts have been made in this direction.

Railway Protection Force is responsible for dealing with the security on railways. 10000 posts of RPF constables and more than 12000 other posts including 1200 reserved for SC/ST are vacant and no efforts are made to fill these posts. Through you, Sir, I want to ask the Minister whether security on railways can be ensured with acute shortage of personnel. I say, it is not possible. This is the major reason for accidents and other incidents on railways. I have seen the figures related to accidents, the number of accidents has not decreased. Incidents of fire on railways and the number of casualties are increasing. Number of casualties is increasing due to increase in accidents. The Minister of Railways should have taken steps in this direction but he has not done so. Passengers may be pleased to see one side of the picture but the other side is very unfortunate for the railways as it is going to lead the railways towards sickness. Are we going to stick to the present state of affairs? There was approximately 53000 km. long railway line at the time of independence and presently this is 63000 km. How many years have passed? We are celebrating the 60th anniversary of independence and we have added only 10000 km. of railway line to our railway network. We have been changing the rails only. There is a provision of laying 500 km new railway lines and electrifying 700 km. of railway lines. This is like a drop in the ocean. New railway lines are proposed to be constructed only in Bihar and Tamil Nadu. This is an injustice to the States like Rajasthan, Madhya Pradesh, Gujarat, Haryana, Maharashtra and Karnataka etc. Whether this budget has been prepared keeping in view only Bihar and Tamil Nadu?

SHRI RAGHUNATH JHA (Betiah): There is nothing in Bihar. Everybody has looted Bihar.

SHRI THAWAR CHAND GEHLOT: Sir, I have seen these figures in the Annual Report also. What is the figure of track kilometers in Madhya Pradesh and other States? Madhya Pradesh is a vast state in terms of area and population.

[English]

SHRI R. VELU: Sir, I would appeal earnestly to the hon. Members to confine themselves to what they want to project to their state. Do not accuse Bihar and Tamil Nadu. If you want me to talk with statistics, I can do that. Secondly, you are also misleading the House by saying that accidents are increasing; you are misleading the House by saying that vacancies are not being filled up; and you are misleading the House by saying so many things which are factually not correct. I want you to very responsibly come out with facts. We are ready to answer all of your queries, apprehensions, accusations or whatever it is, but let us put it in a proper manner and within the limits.

[Translation]

SHRI THAWAR CHAND GEHLOT: Mr. Deputy Speaker, Sir, if you give me half of the time taken by hon'ble Minister of Railways then I am ready to give details with necessary data. If not, I would like to request him to have a look at the annexure where state-wise figures of the railway lines have been given.
...(Interruptions)

SHRI RAGHUNATH JHA: We can have a complete discussion about the development in railway roads infrastructure and investment after the independence.
...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Nothing will go on record.

...(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER: You may put forth your views when the speaker from your party speaks. [English]
Nothing will go on record.

...(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Please sit down now. Nothing will go on record.

...(Interruptions)*

[Translation]

SHRI THAWAR CHAND GEHLOT: Mr. Deputy Speaker, Sir, I am not prepared to sit down. I have quoted state-wise figures. I also state about zone-wise figures. There is wide gap in zone-wise figures too. I would like to say that the population of Madhya Pradesh, Rajasthan and Maharashtra and the density of traffic is higher than that of other States. Even then the length of railway lines is far less there, and that too when he has stated that five hundred kilometers of new railway lines would be laid. Provision for laying of five railway lines has been made in the budget whereas survey was got conducted by the Minister of Railways and Ministry of Railways for laying more than 135 railway lines. Up-to-date survey was also conducted and yet only five out of 135 railway lines has been announced. Even these five railway lines are not in the states, I am talking about.

I want to cite one example Ujjain is a pilgrim place which connects Madhya Pradesh with Rajasthan. 'Kumbh mela' is held there. The then hon. Minister of Railways Sh. Nitish Kumar had got a survey conducted for a railway line from there to Hadauti and Kota and nearby areas of Rajasthan to Ujjain, Agar, Soyat, Susner, Ramganj mandi. He had also inaugurated it. Survey was completed and a report was submitted in this regard. It was sanctioned by Shri Ram Vilas Paswanji, the then Minister of Railways, who had inaugurated it. Shri Lalu Prasad, Minister of Railways got an up-to-date survey conducted. After the completion of survey, the report is lying now. But why you are not sanctioning it. Similarly from Indore to Dahod-Godhara railway line is sanctioned for a long time. But the provision in the budget is negligible to complete it. Lalitpur-Singrauli had been sanctioned much earlier, but there is no provision of funds to complete it. I may cite many such examples where lines are sanctioned for the past 55-56 years. But they are progressing at a snail's pace. No work is being carried out there.

We can take the example of North-eastern states also. There is no facility of railway line at Jiribam in Manipur. Conditions of separatism are gaining ground there. There is a need of railway line there. There is a

[Shri Thawar Chand Gehlot]

need of railway line in Arunachal Pradesh also. The railway line will be more useful there. The public representatives of that state have sent proposals in this regard, and survey has been conducted on the said proposals. It should be sanctioned. Similarly, demands are being made to run new trains. Sumitrajeo and other parliamentarians had demanded that a train from Indore to Udaipur via Indore-Ujjain-Nagada-Ratlam to Udaipur be plied because gauge conversion between Jawara to Ratlam has been completed. But no efforts have been made in this regard. We demand a local train like Intercity between Kota and Ratlam. But government is paying no attention to this. I want to say that Minister of Railways is functioning in a discriminatory manner. There is a need to make arrangements as Shri Nitish Kumarji had done by making fair allocations in the budget and providing resources for each state of the country but this government is paying no heed to it. I would like to request the Government to pay attention towards this.

[English]

MR. DEPUTY SPEAKER: I have got with me a list of 70 speakers, who wish to speak on this subject in the House. [Translation] Now you have to decide how I will finish the discussion.

SHRI THAWAR CHAND GEHLOT: Sir, I would conclude in just two-three minutes.

[English]

SHRI MADHUSUDAN MISTRY: Sir, give five minutes each for each speaker to speak on this issue.

[Translation]

SHRI THAWAR CHAND GEHLOT: Sir, the condition of goods trains is also not good in terms of freight. Figures show that no specific progress has been made on that front. The average speed of goods train is about 25 kmph and then it is said that there are problems in running more trains. When the goods train will run at speed of 25 kmph, how the tracks will remain free? Efforts are being made to lay three lines and they are also talking about creating four lane corridors. Why don't they increase the speed of goods trains and passenger trains? If they increase the speed, the traffic on these railway lines may be increased and freight will not be delayed. Such action is needed.

The Eleventh Five Year Plan is about to begin. In this plan Indian Railways should be given a modern outlook, but there are no resources. It is not something which only I am saying but many ex-chairmen of Railway Board have also expressed concern about this budget. They say that they have not increased railway fair, but is it so? Money is being taken from passengers in the name of super fast charge and tatkal reservation. It was said that profit to the tune of Rs. 20,000 crores has accrued. Those figures are not correct. They have expressed apprehensions that four thousand crores each in two items equal to eight thousand crores of rupees should be reduced from it. If we take out eight thousand crores of rupees out of Rs. 20,000 crores, the profit stands at Rs.12,000 crores. This has been said by our former railway experts. I have those newspaper cuttings with me in which they have said this. This House, the people of this country, the passengers of this country should also take it into consideration lest these figures mislead them? I do not want to be entrapped in the labyrinth of figures because I have no time to do so.

Mr. Deputy Speaker, Sir, I just want to say that the resources which should have been mobilized for the progress of Indian Railways have not been mobilized in this Budget. It appears from it that Indian Railways instead of progressing is heading towards status quo. If Indian Railways progresses like this, it is likely to turn sick and take its toll on UPA Government.

Mr. Deputy Speaker, I would like to thank you for giving me an opportunity to speak.

[English]

SHRI L. RAJAGOPAL (Vijayawada): Honourable Deputy-Speaker, Sir, I would like to recollect and rewind into the past. The word 'Railways' takes us back into the historical incident, which was not a decade old, but a century old incident. There was a station in South Africa called Pietermaritzburg railway station where in 1906, Mohandas K. Gandhi was thrown out of the first class compartment and had been insulted. Thus the journey began that transformed Mohandas Karamchand Gandhi into Mahatma Gandhi. That is the spirit that each and everyone has to inculcate - an insult has transformed a person. When we talk of Railways, we all recollect that incident.

Today, the UPA Government, through the Budget presented by Shri Lalu and supported by Shri Velu and

Rathwa, with the blessings of Sonia ji and Dr. Manmohan Singh, has not insulted anybody, but has given dignity to each and every passenger cutting across the length and breadth of this country, cutting across caste, creed and community, and cutting across region, religion and race. It has benefited each and every single individual in this country. It has benefited the women; it has benefited the old people - the human side of it being that lower births are going to be reserved for them; it has catered to the needs of the handicapped people by providing special coaches; and it has catered to the small vendors and small business people by providing specialized coaches for them. It has catered to all sections of this country. Every citizen is being covered and every citizen gets benefited by this Budget.

Today, the benefits that we are giving and the record profit that has been achieved are unheard of. Even the private sector cannot achieve Rs. 20,000 crore cash surplus. In the last two years alone, the cash surplus was more than Rs. 34,000 crore and heavy dividends have been paid to the Government of India. Looking at such performance, every Indian, every citizen, and every sector could get inspiration and motivation from it. When the Railways in the public sector with such a large network covering the length and breadth of this country, the entire span of this country, could achieve profits and perform well, why could the individuals not excel in their chosen fields? The dignity and the service provided by the Railways, I am sure, would transform *aam admi* into *maha admi*. That is the spirit and that is the intention of this Budget. Every single Indian, every single individual, could definitely transform himself or herself into a *maha admi*. So, this Budget is catering to the *aam admi* to convert him, to motivate him and to inspire him to turn into a *maha admi*.

My friends in the Opposition have tried to derail this Budget. When I got elected for the first time to this House in May, 2004, we have seen how they obstructed the House when Lalu ji took over as the Railway Minister, and how they stalled the House for days and hours together. We are a witness to that. The temple of democracy, the Parliament, the highest institution of the land, has been stalled just because Lalu ji has been made the Railway Minister. Today, we have seen his performance. I will come to the State-wise statistics, and how the Railways performed during the five-year NDA regime and three-year UPA regime later. I can definitely give the real statistics on how we have performed in each and every sector in every division. Lalu ji has been

insulted and accused on that day, but now we have seen what Lalu ji has done. I would like to remember the words of Mahatma Gandhi in this context. In Gandhian thought, the basis of social and economic solutions is the concept of *Sarvodaya* - 'welfare for all'. The General Budget and the Railway Budget of the UPA Government have, year after year, looked at the welfare of all. The *Sarvodaya* concept of Mahatma Gandhi has been followed not only in preaching but also in practice by this Government. Laluji and UPA Government are not people of words: they are people of deeds. In whatever we do, we see that not only the outlays but outcomes reach the poorest of the poor man. We do look at the welfare of all.

Mahatma Gandhi said, "What cannot be shared with the poor is taboo for me. Service to the poor has been my heart's desire and it has thrown me amongst the poor and enabled me to identify myself with them". That is the guiding principle of the UPA Government. Soniaji, Manmohan Singhji, Laluji, Veluji, Rathwaji and the entire UPA Government is functioning with the poorest of poor in its mind so that we can uplift the poor people and serve the *aam aadmi* and each and every citizen of the country.

Today, without giving regard to facts, BJP and NDA start talking about Bihar and Tamil Nadu being benefited in the Railway Budget. I have the statistics with me to prove that accusation was wrong. Bihar has a broad gauge line of 2145 kilometres; Maharashtra has got 3676 kilometres, Andhra Pradesh has got 4839 kilometres, Gujarat has got 2775 kilometres, Rajasthan has got 3437 kilometres, Madhya Pradesh has got 3676 kilometres, Tamil Nadu has got 2310 kilometres. These statistics make the picture clear. ...*(Interruptions)* These are statistics on record. They are a part of history. ...*(Interruptions)*

MR. DEPUTY-SPEAKER: Nothing will go on record except the speech of Shri Rajagopal.

...*(Interruptions)**

SHRI L. RAJAGOPAL: Sir, they have a history of spreading hatred. It has come to light repeatedly in the past. When we look back into the past, we get to see they have a history of spreading hatred among the States day in and day out. They have torn apart the entire fabric of this nation. Today, Soniaji has got the entire fabric together and she is trying to stitch it together.

*Not recorded.

[Shri L. Rajagopal]

Mahatma Gandhi launched Quit India Movement in his time. Today, we have to launch and every citizen should follow a different movement. Today, time has come for a 'Knit India, Do Not Split India' movement. We have to knit India and not split India on communal lines, on caste lines, and on regional lines.

Let us look at the reality. We are Indians. Bharat Rail is ours. Unfortunately for the Opposition, Bharat Rail is built on steel. They cannot puncture it. Similarly, Laluji is a man of steel. The UPA Government is also made of stubborn steel. That is why the Opposition is not able to puncture our achievements and our performance.

I would like to quote the words of Laluji. He said, "My mother always told me not to handle a buffalo by its tail but always catch it by its horns. I used that lesson in everything I did, including Railways and also in handling the BJP, NDA Government repeatedly since 1991 when he first stalled the *Rath Yatra* of Advaniji. ...*(Interruptions)*

MR. DEPUTY-SPEAKER: Please address the Chair and not the Members.

SHRI L. RAJAGOPAL: They have been accusing Laluji and the UPA Government of bad performance. Today, every newspaper, every expert, every person cutting across different sections of the society, the entire nation is praising this Budget as the one catering to *aam aadmi* and every section of this country.

Today they have the guts to say that this Budget is not for *aam aadmi* and that this Budget does not cater to the needs of the people.

I would come back to the statistics. Let them also look into it to know as to what were their allocations and as to what are our allocations. ...*(Interruptions)* I would state about other States. The Plan outlay in 2002-03 was Rs. 12,000 crore whereas we have allocated Rs.31,000 crore, which is about three times and not just double the allocations in a period of three years. In the first year, they could allot only Rs.8,965 crore whereas today, we have allotted Rs.31,000 crore. Where is the amount going? This amount is going for the purposes of new lines. ...*(Interruptions)* I do not want to go into the region specific or area specific. ...*(Interruptions)* Shri Gehlot *sahab* I am giving the facts which can be looked into. You can even compare these facts—from Rs.13,000 crore to Rs.31,000 crore. The amount is going for gauge conversion, new lines, electrification, doubling and building

of wagons, coaches and so on. In this Budget we have seen 800 new coaches that are going to be built.

My friend has also asked as to how so much revenue was earned. It is not a *jaadu*. It is real and a fact. He said that how could the passenger revenue go up by 14 per cent, when the passenger traffic has gone up by only seven to eight per cent? How did you get 14 per cent? That is where we talk of efficiency and volumes ...*(Interruptions)* I did not even start. This is my first Railway Budget speech.

MR. DEPUTY-SPEAKER: I cannot give you more than 10 minutes. I have already given you 15 minutes.

SHRI L. RAJAGOPAL: All of us know about Lalu ji. When I was child and when I entered politics, I thought that Lalu ji was a charmer because wherever I go or wherever I saw Lalu ji photograph, he was looked up or talked upon, not only in the villages of this country but also in Pakistan. When we went there, everybody was adoring him. He is not only a charmer but he is also a performer with Rs.20,000 crore revenue in this Budget. We need to underline that. That is why I would like to explain as to how we achieve this sort of efficiency.

I know what trading and traders are for BJP. We know of the gender Budget and the traders Budget. After completing engineering, when I went to my uncle for training in business, he told me a story, rather gave a tip. He said that there was a town where 10 traders sold 100 bags of rice each, making a profit of probably Rs.10 per bag and thus, making a profit of Rs. 1,000 in a month. A new trader has set up a shop and he sold the rice at cost price, that is, instead of Rs.100 per bag, he wanted to sell at Rs.90 per bag. People wondered as to how he is going to make profit. After three or six months, entire business came to him and he was selling 1,000 bags a month instead of 100 bags as was done by other traders. Somebody asked him as to how are you making money when you are selling at cost price. He replied that he sold 1,000 empty gunny bags at the rate of Rs.5 each and making Rs.5,000. Had I sold 100 bags, I would have made a profit of only Rs. 1,000. Because of my selling 1,000 empty gunny bags, I could make a profit of Rs.5,000, that is, five times more than what other traders were getting. That is what his economics was and that is what we call gunny bag business or efficient business or value business. This Government has also adopted this principle in various services. We have seen as to how we are serving and how Lalu ji has introduced a

new scheme when he felt that a lot of berths were wasted. He introduced 'handheld terminal' for TTEs so that they can look into the terminals and know which seats have not been occupied and in the next station the same can be given to other persons to earn more revenues which would go into the stream. That is what we call efficient functioning. That is why I call him a performer, a profitable performer and an achiever.

Comparing the NDA and UPA Government's achievements, look at the gauge conversions. All through, they had done 23 gauge conversions in five years; we have taken up 66 works in just three years. In the case of doubling, they had taken up hardly 1,000 kms. whereas in three years, we have surpassed 1,500 kms. In the case of surveys, they had launched 95; we have done 147. All these figures are achieved in just three years, and not in five years. We have got still two more years to go and imagine what the figures would be.

In the case of new lines, they had initiated 24 new lines, we have 28 so far, in three years. In the case of new trains, they had introduced 148 new trains during the NDA's regime of five years, but within three years, we have introduced 173 new trains. We have surpassed all their targets in three years;

If you look at the freight load, we have achieved 726 million tonnes; they had done only 500 million tonnes. They are now asking how we are getting more revenue. When you transport apple, it is at a different rate; when you transport orange, it is at a different rate; when you transport gold, it is at a different rate and when you transport silver, it is at a different rate. We have been transporting and getting more and more value added goods across the entire nation. In spite of this stellar performance of the Railways, still a lot is to be achieved. In spite of huge profits that Railways are getting, in the case of freight business, they have to do more. They have only 25 per cent and still 75 per cent goes towards road transport. Still there is enough scope and a huge potential.

That is why, Shri Lalu Ji and this Government have designed 'dedicated freight corridors' with an allocation of Rs. 30,000 crore in this Budget, the East-West corridor. Now, they felt that we need to have five more dedicated freight corridors like South-South, West-South, East-South, with huge outlays so that the freight traffic is increased.

We are talking about new designs and new initiatives; we are not talking about tailor-made or design-made or

ready-made suits. Shri Lalu Ji may not be educated at Harvard or at Cambridge. But he understands the common man very well. He knows how to handle things and how to have grip over the functioning. I have seen him personally.

I went to him with my personal problem once. I told him that there was a problem in my constituency. Immediately, what he did? He not only solved that problem, but applied that solution to the problems that prevailed in the entire length and breadth of this country. He solved the problem in Vijayawada and applied that solution to the entire nation. That is the importance. The intellectual can solve the problem, but a genius will prevent the problem. That is the genius of Lalu Ji and of this UPA Government.

We try to prevent the problem and try to function better, bring in efficiency and bring in more revenue.

MR. DEPUTY-SPEAKER: Please conclude.

SHRI L. RAJAGOPAL: This is the first time that I am speaking on the Railway Budget. I am the first speaker from my Party.

MR. DEPUTY-SPEAKER: I have the names of 20 more speakers from the Congress Party.

SHRI L. RAJAGOPAL: I am only giving the factual position.

MR. DEPUTY-SPEAKER: Please listen to me. You may now conclude. I have another 20 names of Members from your Party to participate in this debate.

SHRI L. RAJAGOPAL: The hon. Member said that the experts have criticized the Budget. Let him tell me which expert has criticized. I have got the opinion of all the experts. ...(*Interruptions*)

MR. DEPUTY-SPEAKER: Please conclude.

...(*Interruptions*)

SHRI L. RAJAGOPAL: Which document says so? Which paper says so? Is it *The Hindustan Times*, *The Times of India*, *The Economic Times*, *The National Herald*, *The Deccan Herald* or *The Hindu*? Let him tell me which paper and I will talk it out and read out to him, what it said. They were all praising the Budget. ...(*Interruptions*)

MR. DEPUTY-SPEAKER: Please conclude.

...(Interruptions)

MR. DEPUTY-SPEAKER: Nothing will go on record.

(Interruptions)...*

MR. DEPUTY-SPEAKER: Please conclude.

...(Interruptions)

MR. DEPUTY-SPEAKER: Nothing will go on record.

(Interruptions)...*

MR. DEPUTY-SPEAKER: Nothing is going on record.

(Interruptions)... *

MR. DEPUTY-SPEAKER: Let me know, are you going to conclude or not?

SHRI L. RAJAGOPAL: No, Sir. I am just giving you the comparison.... (Interruptions) Was there an increase in the passengers' fare? Every year the Government has been reducing the passenger tariff. Freight tariff has also been reduced on iron ore and petroleum products. Though the Government has been reducing tariff every year, the efficiency of Railways is increasing. We are talking about new 8000 terminals so that the persons without reserved seats or persons traveling under Tatkal can straightaway go and get the tickets. We have been talking about an increase in the unreserved seats, converting wooden berths into cushion berths. ...(Interruptions)

MR. DEPUTY-SPEAKER: Please conclude now.

SHRI L. RAJAGOPAL: Sir, I did not even get 20 minutes.

[Translation]

MR. DEPUTY SPEAKER: You have already taken 25 minutes

...(Interruptions)

[English]

SHRI L. RAJAGOPAL: My friend has finished his speech at 1627 hours and it is still 1635 hours.

MR. DEPUTY-SPEAKER: Please sit down now. Nothing will go on record.

...(Interruptions)*

SHRI L. RAJAGOPAL: Sir, please give me five minutes.

MR. DEPUTY-SPEAKER: I cannot give you five minutes more. I have got a list of more than 71 Members and out of that, 20 Members belong to Congress.

SHRI L. RAJAGOPAL: Sir, it is a historical Budget. Members have made a number of allegations. It is our duty to respond to that.

MR. DEPUTY-SPEAKER: Please conclude in two minutes.

...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER: I have no objection to your speaking you may speak for an hour, but other members of your party will not get an opportunity to speak.

...(Interruptions)

[English]

SHRI L. RAJAGOPAL: Sir, the Members belonging to NDA, BJP and also the TDP who are every hour in and out of the NDA, are not able to digest the success of this Government. ...(Interruptions)

MR. DEPUTY-SPEAKER: Please come to the point. You are not speaking on the Budget. You are only making points against each other.

SHRI L. RAJAGOPAL: We should believe in luck. How else can we explain the success of those we do not like. BJP should try to appreciate the success of UPA, even though they do not like. Since they do not like us, they feel that we are lucky that the Budget has come out to be so good, performance is very good, service is good and the people from all quarters are appreciating the Budget. They are not able to digest our success. Every State and every section of the society has been taken care of. ...(Interruptions)

MR. DEPUTY-SPEAKER: Nothing will go on record now. Please sit down.

...(Interruptions)*

*Not recorded.

MR. DEPUTY-SPEAKER: Shri Anil Basu may start his speech.

...(Interruptions)

MR. DEPUTY-SPEAKER: Nothing is going on record.

...(Interruptions)

MR. DEPUTY-SPEAKER: Nothing is going on record.

...(Interruptions)

MR. DEPUTY-SPEAKER: The speech of whosoever speaks without my permission should not form part of the record.

...(Interruptions)*

[Translation]

SHRI ANIL BASU (Arambagh): Mr. Deputy Speaker, Sir, I am grateful to you for giving me an opportunity to speak.

But, I am helpless because my Girdhar is not present here in the House. My Girdhar who had lifted the Goverdhan mountain is not here. Hon'ble Velu ji and Rathwaji, both are Ministers of State but according to the convention of the House the Cabinet Minister should be present at the time of discussion. It is my helplessness that I can not express my agony and my experience because Girdhar is not present here. ... (Interruptions) You, please, listen. While presenting the Railway Budget for 2007, Laluji had told very nicely that it was the same Railways which could not pay dividend during 2001 and its fund balance had come down to Rs. 359 crore. I am grateful to the 14 lakh Railway personnel who kept their morale high in facing the stiff competition and worked with team spirit and helped Railways profits Soar to Rs. 20,000 crore.

All this was said by Laluji for which you are applauding me. But, with full respect I would like to tell the hon'ble House that this could happen only because of the untiring hard work of the 14 lakh Railway Personnel and the love and support of the countrymen. These 14 lakh Railway personnel have 28 lakh hands and 2 Ministers of State have 4 hands and Laluji has 2 hands. So, twenty eight lakh and six hands have collectively helped the Railways reach this point. It is highly commendable and praiseworthy and we should applaud it rising above party politics.

But, Laluji has said that hands of lakhs of villagers joined when Sri Krishna had lifted the mount Goverdhan. Similarly, the hands of 14 lakh Railway personnel joined the hands of Laluji and he got success also. But, I have also to tell as to what is their situation. I will discuss this point later on as I will now say few words on the demands of the State. Veluji had also mentioned the Howrah to Chapardanga and Arta to Chapadanga line in Question Hour today. The then Prime Minister Shrimati Indira Gandhi had laid the foundation stone there in 1972 but this railway line could not reach Arta to Chapadanga between 1972 to 2007. It was started in 1972 but it is very disappointing that even after 35 years, it could not be completed. There is a railway line from Howrah to Bargachhia but why has the work on extending it from Bargachhia to Chapadanga been stopped. Why has this work been stopped, foundation stone of which was laid in 1972?

Secondly, a survey was conducted for upgradation of the old narrow gauge line from Tarkeshwar to Magra into broad gauge, its feasibility report has been received and estimate has also been made but all this is lying in the Railway Board and gathering dust. I humbly request both the hon'ble Ministers of State and Laluji to refer it to the Planning Commission and start work on it after taking the Commission's approval. Laluji himself had made announcement that Shallmar Railway Terminal work will be completed but it has been stopped. It was proposed to start a train from Howrah to Sudi which is the headquarters and district center of our district Vibhur. Much problem is being faced in commuting to Howrah from there. There has been a long standing demand for starting a train between Howrah and Sudi so that passengers can travel from Sudi to Howrah in the morning and return from Howrah to Sudi in the evening. Similarly, there is Sealdah-Murshidabad line. Murshidabad is an historical place of Nawab Sirajudaula who was the Nawab of Bengal, Bihar and Orissa had fought with the British. Many tourists visit Murshidabad. Passengers can reach Sealdah in the morning through Sealdah-Murshidabad line and can return to Murshidabad in the evening. One or two trains may kindly be introduced there. There is a station called Dankuni on Howrah-Bardhman section which has become quite important, because Rs. 32000 crore are being invested there. There will be an international township and an industrial complex and the work has started on it. This will result in increased traffic flow from here which the infrastructure of the Dankuni station can not bear. There is need to pay more attention to it. What happened to the Howrah-Bardhman cord line? There is a

[Shri Anil Basu]

third line from Dankuni to Bardhaman but the situation from Howrah to Dankuni is like, the neck of a glass bottle. A line has been laid from there but there is no time to go to Howrah from here. A lot of problem is being faced in reaching Howrah station. Whether it is a Mail or Express train, all the trains have to stop in the cord area of Howrah for half to one and half hour. They do not get signal because there is no platform clearance. You should find some solution to it. Some master plan should be formulated for it. There should be a third line from Dankuni to Howrah, otherwise it makes no sense to start a new line. It is very much necessary to lay a new line from Dankuni Millia, if a line will be laid from Dankuni Millia then it will reach the third line in Howrah. Therefore, you should pay attention to it.

Sir, Gehlot ji has said that Laluji did nothing. We understand his pain because he was in the Government for six years but the IIM, Ahmedabad did not invite him. This party had top shot leaders but no one was invited for giving lecture in Ahmedabad. Lalu ji is the first Railway Minister of India who was invited to Ahmedabad. Such is the international standing of the IIM, Ahmedabad that it is considered as having same standard as that of Harvard. When they were in power for six years, nobody was invited during that period. We understand his pain and feel it but what can we do for it? IIM is a professional institute and has a good rank in the international arena. *...(Interruptions)* He was not invited there but Laluji was. He feels pain because of this but what can we do?

I would like to say one more thing. I would like to tell Shri Laluji very politely that the Members of the Congress Party mentioned that the passenger revenue increased by 14 percent. Shri Gehlot has also mentioned it. But when the passenger traffic has increased by seven percent, how can the revenue increase by 14 percent? If one goes through the accounts of last one year, it will be found that most of the reservations are 'Tatkal' reservations. Traffic has increased by seven percent due to 'Tatkal' reservation in Mail, Express, Superfast and the revenue increased by 14 percent. The main reason behind it is that more and more 'Tatkal' reservations are being booked, i.e. the earning is from that source. Therefore the revenue of railway has increased by 14 percent. There are other reasons also but this is the main reason.

The second question is relating to railway safety. We have also considered it. I was a member of the Standing Committee on Transport and Tourism. We had examined the railway safety. The problem is that the Deputy Safety

Commissioner of Railway is an officer of railways. He gets his salary from railways and after completing his deputation period he goes back to railways. How will those people work impartially who earn money from railways and whose service depends on railways? The office of Railway Safety Commissioner has been designed in such a way that it does not get any cooperation for working impartially. Hence we have opined that Railway Safety Commission should not be kept under the control of any Ministry and rather it should be a statutory body like Election Commission. Railway Safety Commission is under the control of Civil Aviation department. They get money from railway and work for safety commission and revert to railway. The problem of safety has become a very grave problem. Therefore it should be considered seriously. I would like to say that Railway Safety Commission should be made a statutory body like Election Commission. It should not be put under the control of any Ministry and only then the staff of Railway Safety Commission will be able to work impartially.

I would like to say about freight rate. In November it was increased by six percent and in January again it was increased. We would like to know as to who has done this? But the price of stones being carried in rail wagons in dancuni increased by 100 to 250 rupees. All the construction work—be it construction of building or roads where stone chips are used—has become costlier as the price of stone chips has increased by 100 to 250 rupees. All the transportation is now being lost to road transport due to this. Railways has to bear loss on this account. We would like to know about the officer responsible for this. Freight charges were supposed to be reduced but the freight charges were increased by six percent very cleverly from the 1st November and again in January it was increased.

I would like to say about road over-bridge. I had mentioned in Railway Consultant Committee that railway was earning a lot. Railways get funds from the Government also. Railways should bear the cost of road over bridges. Do not thrust it on the Government. The Government has neither funds nor resources but the railways have both funds and resources. Railways get a lot of money as cess. We had said that the railways should bear the total cost of railway road over bridge but that has not been done as yet. *...(Interruptions)*

MR. DEPUTY SPEAKER: Now you conclude.

...(Interruptions)

SHRI ANIL BASU: I agree with you but please give me a little more time ...*(Interruptions)*

MR. DEPUTY SPEAKER: Eight more members of your party have to speak. Please conclude.

...*(Interruptions)*

SHRI ANIL BASU: CBT has made an announcement, what has happened to that? It will benefit iron ore and steel industry. The iron and steel factories in small medium sector will have a lot of small difficulties in securing wagons for carrying iron ore. Iron and steel industries of small and medium sector should get the facility of CBT.

Hon'ble Laluji, earlier coal and ash handling workers used to work in locomotives. Railways has been modernized which we have welcomed. But the coal and ash handling workers were retrenched. They are from very poor and backward class. We had talked with Laluji about this. We alongwith our leader Basudeb Acharya met Laluji hundred times. Laluji wrote a letter to us that he had considered their case. All these people would get jobs in the Indian Railways. This was told in 2004. Now it is 2007 but nothing has been done in this regard. Now where would these people go because they have no other means of livelihood. They will commit suicide. These people did not get jobs despite Laluji's assurance. What are the views of Railway Board in this regard? These people are tarnishing the image of hon'ble Minister. If Ministry of Railways does not think about them, then who else will think?

I told Laluji that in India if you do not think about these people, who would think for the poor? You run 'Garib Rath' on the one hand and kill the poor on the other hand. 'Garib Rath' started running but the poor died. What is this? You must think about this.

I would like to tell you about the result of the happenings in railways. There has been a growth in traffic in railways from 1996-97 to 2007 but there was no employment proportionate to that. The officers of group 'A' and 'B' were recruited but there was no recruitment in group 'C' and 'D'. Their number has decreased. The people of middle class are not getting jobs. Those people do not get jobs in even public sector after retirement. What I want to say is that the number of officers in group 'A' and 'B' has increased but the number of employees in group 'C' and 'D' has decreased.

You say that the Railway is developing fast with the hard work of 14 lakh railway employees under your leadership. You have taken the credit of the success for which fourteen lakh employees have worked hard but these people are being sacrificed. I am very sorry to say that it should not be done in the name of PPP. Earlier there used to be a guard in the last compartment of a coal run locomotive. They used to lower the green flag and the red flag and the train started moving after blowing whistle. Now what is PPP i.e. Public Private participation? Similarly, what is IRCTC? Earlier, IRCTC was set up for modernization and upgradation of the Railways. But, now it means to hand over all the work to the private contractors and that all electrical, mechanical, telecommunication, signals, coaches, wagons, station, trainee retiring rooms, training work etc. should be given to the PPP. What is this? All this is not correct because it creates an atmosphere of opposition. An atmosphere of opposition has been created between Railways workers and Railway Authorities.

17.00 hrs.

This atmosphere of opposition has been created because of this. I want to warn you that if the Government does not stay away from the path of PPP then the day is not far when the Railway workers will be forced to take to the course of struggle. The Railway workers are not ready to accept all this. How can I tell all these things and it is unfortunate that the Railways earns a cash surplus of Rs. 20,000 crore and all the work-civil, electrical, mechanical, telecommunications- has been given to the private contractors. What is this going on in the Railways? Asia's largest goods shed Wadi Bandar has been closed. Why this happened, because there is no traffic and goods booking. Why there is no traffic? Now, they have found an excuse that it is not good to keep cement there as it affects the environment. This diverts all the traffic towards road. It's very clever that whole of the traffic is diverted to road in the name of environment. People say that it will pollute the environment. Earlier, there used to be two parcel vans—one behind the engine and the other next to the guard room in the passenger and mail trains. Now, the railways has stopped all the work related to the parcel vans. What will happen to the Railway labourer and employees? Nobody wants to listen to them. Now, all the works are being outsourced through the Container Corporation and IRCTC. ...*(Interruptions)*

MR. DEPUTY SPEAKER: Please, conclude.
...(Interruptions)

SHRI ANIL BASU: Mr. Deputy Speaker, Sir, you love me very much. Therefore, give me little more time to speak.

MR. DEPUTY SPEAKER: What can I do, I am helpless. Eight other members of your party are yet to speak.

SHRI ANIL BASU: Mr. Deputy Speaker, Sir, printing press and printing centre of the Railways have been shut down. The printing press of the Eastern Railway and the Western Railway have been shut down because printing is not done there. Officers do not give printing orders. The reason for this is PPP. All officers know that nothing should be given to the press, it should be outsourced. Very good printing press of the Western Railway and the Central Railway have been closed. This is not acceptable the way all these works are being done. With due respect, I would like to tell hon'ble Lalu ji that the UPA Government is working against the same poor people with whose votes it came to power. This will result in their support going the other way and the communal powers will use it to their advantage. Railways unite the country but, today, it is also dividing the country. It is my humble request to Lalu ji that he should be wary of the officials in the Railway Board because of whom he is not able to see through their tricks. He should look a little further and should not do what is undesirable, otherwise, the result will not be good. We appreciate him and the success achieved is also praiseworthy. Only Lalu ji has brought the Indian Railways in the World reckoning. Six Railway Budgets were presented during the NDA Government but no work was done during that period. We are thankful and grateful to Lalu ji for remarkable turn around in the Indian Railways.

I support this Railway Budget once again and conclude my speech.

...(Interruptions)

[English]

MR. DEPUTY-SPEAKER: He has spoken without my permission. Nothing should go on record.

...(Interruptions)*

*Not recorded.

MR. DEPUTY-SPEAKER: Please do not speak without my permission. Do not take away my right.

[Translation]

SHRI REWATI RAMAN SINGH (Allahabad): Mr. Deputy Speaker, Sir, I thank you for allowing me to speak on the Railway Budget 2007. Sir, before starting, I would like to congratulate Basu ji that he made his speech, perhaps, for the first time in Hindi even though it is not his mother tongue. He deserves accolades for this.

Laluji has presented the Railway Budget for the fourth time. We all know that Indian Railways is the largest public sector enterprise. Most importantly, he has achieved an historical feat by bringing the loss making Indian Railways out of the reds with profits amounting to Rs. 20,000 crore. Our friends from NDA can oppose it but everyone should appreciate the good work. The most striking feature of all the four Railway Budget presented by Laluji is that fares have not been hiked even by a single paisa rather they have been decreased. Air-conditioned trains by the name of 'Garib Rath' have been introduced at many places. Commonman could have never imagined to travel in an AC train but even he can travel in one today.

One more important thing is that Laluji has a broad vision. I do not want to compare the Indian Railways with Europe or the US. But, China is our neighbour and we have competition with it. China's GDP is increasing at the rate of 10% and our GDP is also expected to be 9.2% this year. I would like Laluji, Velu ji, Rathwa ji and the Chairman of the Railway Board to see that bullet train is running at the speed of 250-300 km/hr. in China. In our country, we started metro train first in Kolkata and now in Delhi. If we consider the speed of our trains, then the speed of Rajdhani Express was 130 km/hr in 1967 and more or less the same speed is there even in 2007, while the speed of Bullet train in China is 250-300 km/hr. I would request the hon'ble Railway Minister to introduce, at least, one or two trains from Delhi to Howrah or Mumbai etc. having a speed in the range of 250-300 km/hr even if it would not be possible to run them regularly, so that we should not look like lagging behind China in any field. We have to compete with China and make India number one in the World, as H.E. the President has said. Therefore, Sir, I would like that you should think over it and show in the next budget that work is going on in India also in this direction. Hon'ble Laluji has worked towards constructing two new corridors. for goods trains but it has not been specified in the budget as to the time by which they would be ready. Much of the income of our railways comes from

transportation of goods which is about 65 percent. As an honourable Member has mentioned just now the speed of our goods train is not more than 25 kilometres per hour and the train takes many days in reaching its destination due to which the owners of perishable goods prefer carrying their goods via roads. We are competing with road transport. Road transport carries the goods to destination within two or three days. Therefore, I would like Hon'ble Veluji, Hon'ble Rathwaji and the officers of railway board to communicate, whatever I am speaking here, to Laluji so that action might be taken in this regard. If the Members just speak out something here and no action is taken on their points then it becomes meaningless to make our submissions here.

So far as catering services on the trains are concerned, Chapatis, cooked pulses, rice and cooked vegetables are routinely served and that too in cold rather than hot condition. The catering system in railways shows no improvement whatsoever. I have been travelling by trains for fifty years. They serve bread and omelette in breakfast. When the times are changing you too, should change. If you are competing with aeroplanes then provide food as being provided in aeroplanes. Why do not you supply 'idli' and 'dosa'? Why do not you do such things which may improve your image? The platforms bearing No. 1 are better but the platforms bearing no. 2 and 3 are still neglected and the catering facilities provided there for passengers are not upto the mark. Please consider improving the catering facilities on platforms no. 2 and 3 in the second phase.

So far as railway inquiry is concerned, the first thing is that one can seldom get the number and if by chance one gets connected, he is told that the train is on time and will come, say, at twenty minutes past ten. But when one reaches station, one finds no trace of train. Why do not you provide a mobile phone or radio phone to the driver of a train so that passengers may know the right time of arrival of the train. The passengers are still in dark despite so much development. Whenever we call, we are told on the inquiry that the train is on time but when we reach the station, the train is not there and we have to contact inquiry time and again.

Sir, on inquiring, nobody on duty in the inquiry tells us about the whereabouts of the train and the expected time of arrival of the train at station.

MR. DEPUTY SPEAKER: Thank you please conclude now.

SHRI REWATI RAMAN SINGH: Sir, I am speaking in a modest manner and you want to thank me off.

MR. DEPUTY SPEAKER: You have been speaking for last ten minutes Please finish quickly.

SHRI REWATI RAMAN SINGH: Sir, I would like to give one more suggestion. Our Minister of Railways and the Minister of State in the Ministry of Railways should visit the waiting rooms and toilets on the stations as they are rarely clean. Today our country is moving towards 21st century, yet there is lack of sanitation. Technical upgradation of railways is much needed. Hon'ble Minister of Railways has stated that lighter compartments of train would be manufactured. The height of goods-train will be raised. There is no programme in budget for phasing out and there is no mention in budget as to by when the new lighter compartments are likely to be manufactured. The British had manufactured the compartments of iron. They had to use up the iron of England. They manufactured so heavy compartments that the train could not run at a high speed. It should have been detailed in this budget as to by when the new type upgraded compartments are likely to be manufactured.

I would like to submit that now-a-days there is a big problem in cities where the railway crossings are in the middle of the cities and the authorities have done nothing for that specially in Uttar Pradesh and Allahabad from where I hail. I met hon'ble Minister of Railways also and I would like to give an example of Allahabad. I met the Chairman of Board also and told him that there were two railway lines in Allahabad- one is of northern railway and the other is of north eastern railway. One is underground and the other is elevated. We had given three options for that crossing. We said that an overbridge be constructed but they said that it was not possible. Then I said that the north-eastern railway line be raised so that the trains would run overhead and the vehicles would ply below that bridge. There are often traffic jams at Rambagh. Traffic remains standstill for forty-five minutes to an hour. Neither the Chairman nor Member Engineering has got time to pay attention to this problem. Nobody is ready to go there for a visit and it was said that it was impossible. I would like to congratulate Shukhbir Singh, General Manager, North-Eastern Railway for starting the work of widening the railway-crossing on our request. I invite all of you. Few days ago there was 'Kumbh Mela'. Five and a half crore people took the holy bath in the Ganges. You did not have time to see the hardships being faced by the people there. I invite you to come

[Shri Rewati Raman Singh]

there with the Chairman of Railway Board and work towards solving the problem.

I would like to draw kind attention of the House to the fact that Allahabad has given five Prime-Ministers to this country. Perhaps there would not be another city in the world, from America to England and Europe to Asia, which would have given so many Prime Ministers to the country. I requested to introduce a Shatabdi Train to Allahabad but the Railway Board is not ready for it. I proposed that your grand card had got choked. If there be double track from Varanasi via Raibareilly and Lucknow, many trains can run on that second track. I invite all of them to come to Allahabad with prior information. With this I have submitted many suggestions for the betterment of the railways, please take action on them and communicate to hon'ble Members of your doing anything in this regard.

I thank you for giving me time to speak.

MR. DEPUTY SPEAKER: Rahtwaji, would you like to say something?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): I would like to inform the House, through you. That many Members have to speak on Rail budget. Today debate in the House will go on till late night. So there has been an arrangement of dinner for all the hon'ble Members and parliamentary staff.

[English]

MR. DEPUTY SPEAKER: Now, nothing will go on record.

...(Interruptions)...

MR. DEPUTY SPEAKER: Before I request Shri Ram Kripal Yadav to speak, I would like to make a request. I have a very long list: there are 80 Members who want to speak. Those hon'ble Members who want to lay their written speeches on the table of the House, can do so; they will form part of the proceedings.

[Translation]

I would like to request that it would be better if the Members speak in brief otherwise debate would go on till 2 a.m.

*Not recorded.

[English]

Now I request Shri Ram Kripal Yadavji to speak. Please be brief.

[Translation]

SHRI RAM KRIPAL YADAV (Patna): Sir, thank you for giving me an opportunity to participate in the discussion on rail budget. I would like to be obliged for being allowed a bit more time. And this will be a saving grace if I am not interrupted.

MR. DEPUTY SPEAKER: Ram Kripal ji, if we go like this, we will not be able to finish till 2 o' clock in the night. You have ten allotted minutes time.

SHRI RAM KRIPAL YADAV: Mr. Deputy Speaker, Sir, I rise to support the rail budget 2007-08 presented by Shri Lalu Prasad Yadav. I congratulate the hon. Minister of Railways for presenting consecutive fourth rail budgets. Right from the first rail budget to the fourth one, he has been taking care of all the sections of people including common people. He has done his level best to safeguard the interests of all the people, be they commuters, agricultural workers or well off businessmen. This is therefore, a historical budget. After independence, this has never happened that a railway minister has not presented a deficit railway budget. All the ministers would invariably present a deficit railway budget and also increase freight as well as passenger fare. As usual he has said that he has been able to present a surplus rail budget with the help and support of 14,00,000 employees and officers, thereby bringing about a turn around of the Indian Railways and accruing a profit of Rs. 20,000 crore. He has not imposed any new tax on the passengers or the businessmen. Rather he has reduced the passenger fares so as to give relief to the people at large. If you have the honesty of purpose together with dedication and a desire to serve the masses then efforts certainly bear fruit. Shri Lalu Prasad Yadav belongs to common man and poor people of villages and has felt their plight; therefore, he has been able to do all this with his abilities and efficiency.

Mr. Deputy Speaker, Sir, I remember, when he first became the Chief Minister of Bihar, the people ridiculed him as a villager, a farmer and a man from amongst the commonman. When he took over as the Minister of Railways, people said that the railways would be ruined. But a well-wisher of commonman Shri Lalu Prasad Yadavji

has given these results with his dedication and honesty. The predecessor Government had decided to go in for privatization of this very railways according to Rakesh Mohan Committee and people were quite disappointed. Today, with the help and support of 14 lakh railway employees Shri Lalu Prasad ji has turned around the railways into a profit making organization. Besides, he is not expecting any assistance from the Government rather he would be offering some (dividends) to the Government. He has done all this while extending facilities to the passengers and all have been witness to it. Certainly we have felt it. As many as 98 percent people of the country are satisfied with the rail budget. People of all sections are happy and have therefore, approved this budget. But my friends in BJP say something in the House and something else outside. Not one but some 20-25 friends in BJP and N.D.A. have expressed their admiration for Shri Lalu Yadav ji. There is democracy in the country and they are in the opposition. We have no objection to their playing the role of an opposition. But they should praise and encourage whatever they find good. Everything should not viewed with individual approach.

Mr. Deputy Speaker, Sir, I would like to cite one example. Our friends from NDA were saying a lot about the hon. Minister of Railways and the UPA. I want to present some figures related to railway accidents. These figures will reflect the performance of UPA Government in comparison to that of the NDA Government. Some hon. Members were saying here that during the NDA regime in the year 2001-02 a total of 415 rail accidents had taken place. In 2002-03, 2003-04 and 2004-05 these numbers stood at 351, 325 and 234 respectively. In the year 2001-02 the number of accidents were 415 which fall during the NDA regime. During hon. Lalu Prasad Yadav ji's term in UPA Government only 234 accidents have taken place in 2004-05 and 351 in 2002-03 while this number was 415 during NDA regime. A total of 1051 accidents took place in three years of NDA Government while this number is only 650 during UPA regime which is almost half the number during the NDA regime. I do not know from where they were quoting the figures? They should first look into themselves.

SHRI KHARABELA SWAIN (Balasore): The fund of Rs. 1700 crore provided for track renewal. ...*(Interruptions)*

SHRI RAM KRIPAL YADAV: You take your seat. I did not disturb you when you were speaking. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: Nothing will go on record except the speech of Shri Ram Kripal Yadav.

...*(Interruptions)**

[Translation]

SHRI RAM KRIPAL YADAV: Sir, I want to show the figures of earnings during their regime vis-a-vis ours. Rs. 10,646 crore were earned during three years of NDA regime while we have earned Rs. 30,286 in three years for which Lalu Prasad Yadavji will be remembered. This is the comparison between N.D.A. and UPA Governments. This is the performance of Shri Nitish Kumarji the former Minister of Railways and present Chief Minister of Bihar vis-a-vis Shri Lalu Prasad ji. This is the result of efficiency, devotion and honesty only.

I want to give you one more figure. I would like to give you a glance of the freight carried during the NDA regime. During NDA regime 1588.36 MT freight was transported which the hon. Minister of Railways in UPA Government increased to 1995 MT. This is an increase of 500 MT with the same employees and officers.

I want to give the figures of passenger traffic as well. A total of 15420 million passengers were carried during their time while in our time 17550 million passengers have been carried in three years with increased facilities as faith of the people have increased in the railways. Earlier people were apprehensive of accidents while travelling by trains but now they have reposed their faith in the railways as the work culture has changed. All this is due to change in work culture and approach. But they say that this is only jugglery of figures but I say it is not so. I offer an open challenge that if these figures prove wrong then I am ready to face any punishment. Somebody was saying here that various chairmen in the country have criticized this budget. FICCI, an organization of businessmen, thereby related to these people, has said that this is an exemplary rail budget. I will not go into detailed reading of this example.

SHRI RAGHUNATH JHA: Hon'ble President has also said that this has been a complete overhaul.

SHRI RAM KRIPAL YADAV: Sir, the CII has said that this is an approach of a new budget. I will not go

*Not recorded.

[Shri Ram Kripal Yadav]

beyond this. Not only this, our hon. President has also praised this budget but these fellows fail to understand this. They are uncomfortable because of such a grand

performance of Shri Lalu Prasad Yadavji. But they approach him in the hour of need. *...(Interruptions)* Sir, I was talking about development that this is not limited to Bihar only. For example I am giving you figures.

| State | New Train | Increase in service | Increase in frequencies | Total services |
|-------------------|-----------|---------------------|-------------------------|----------------|
| Andhra Pradesh | 3 | 2 | 4 | 09 |
| Assam | 1 | 0 | 1 | 02 |
| Bihar | 6 | 5 | 4 | 15 |
| Chhattisgarh | 1 | 0 | 1 | 02 |
| Delhi | 5 | 5 | 2 | 12 |
| Goa | 1 | 0 | 0 | 01 |
| Gujarat | 5 | 2 | 2 | 09 |
| Haryana | 1 | 5 | 0 | 06 |
| Jammu and Kashmir | 0 | 1 | 0 | 01 |
| Jharkhand | 2 | 3 | 1 | 06 |
| Karnataka | 6 | 2 | 7 | 15 |
| Kerala | 1 | 1 | 3 | 05 |
| Maharashtra | 10 | 3 | 6 | 19 |
| Madhya Pradesh | 10 | 2 | 3 | 15 |
| Orissa | 2 | 0 | 2 | 04 |
| Punjab | 1 | 3 | 0 | 04 |
| Rajasthan | 6 | 4 | 0 | 10 |
| Tamil Nadu | 5 | 1 | 4 | 10 |
| Uttar Pradesh | 13 | 12 | 4 | 29 |
| Uttarakhand | 2 | 0 | 0 | 02 |
| West Bengal | 3 | 3 | 1 | 07 |

Mr. Deputy Speaker, Sir, now I give the amount of funds provided for the projects in States. *...(Interruptions)* Sir, they are quite uncomfortable, they are not in a position to listen. They should go to hospital as they are suffering from Lalu Phobia. I will take a little time to put up the figures. I have given the names of 21 States above. Out of these, 4-5 States have been given Rs. 500-600 crore.

Instead of going into details, I want to bring on record only this fact. *...(Interruptions)*

MR. DEPUTY SPEAKER: You have been speaking for the last 20 minutes. Please conclude now.

SHRI RAM KRIPAL YADAV: Mr. Deputy Speaker, Sir,

I am the first speaker from my party. I have been given the responsibility to make my point.

MR. DEPUTY SPEAKER: You have already taken 20 minutes. Now, you may please take your seat.

SHRI RAM KRIPAL YADAV: I was stating that hon. Railway Minister has tried to give facilities to every section of society. He has presented an historical surplus budget of Rs. 20,000 crore with Railways having a fine operating ratio of 79 per cent. Railways transported a record freight of 726 million tonnes as against the target of 667 million tonnes. The fare of ordinary and non superfast trains has been reduced by one rupee. Superfast charge of superfast trains has been decreased by 20 per cent. The fares of first AC and second AC have decreased by at least 6 per cent. The fares of sleeper and 3 tier AC class have also been reduced. The charges levied on e-ticket have been reduced. Cushioned seats in second class have been provided to the commonman. It is an historical step. No Minister could ever think that the commonman also dream of cushioned seats. They had to sleep on the wooden sleepers and could not sleep. Now, they would be able to sleep properly. Eight rakes of AC Garib Rath trains have been increased. There is more demand for them and their number will be increased in the next financial year. Provision for six unreserved second-class coaches in every new train has been made. Retail milk sellers used to face difficulty. Now, they have been provided with facilities separately. It is an historical step and will provide them relief. Not only this fifty per cent concession in the second-class fares has been provided to the candidates participating in the mains examination of Staff Selection Commission and Union Public Service Commission. The lower berth was much needed for the senior citizens and the women above 45 years of age and provisions have been made for it. In addition to it, many other facilities have been provided for. I would present with your permission the written material available with me. *...(Interruptions)*. I had already taken your permission.

MR. DEPUTY SPEAKER: You have taken 23 minutes.

SHRI RAM KRIPAL YADAV: I have also to speak something regarding Guru Gobind Singh Jayanati and his place of birth. I was saying that the Government is providing all the facilities. But, there is a severe shortage of facilities for the commonman in the ordinary trains. They have to face many difficulties in the local trains. Sometimes bulbs are missing or there are no toilets at

all or there are broken seats. In view of this, hon. Minister should take a decision to change all the old bogies in which commorman travels. Hon. Minister is doing a lot of work but he must pay attention to these facilities. Everyone cannot travel in the AC trains. You may earn more than Rs. 20,000 crore but there is a need to pay more attention towards your target. We should also pay attention to the people living below poverty line in the country. You are providing facilities but the facilities to be provided to the commonmen should also be considered.

Now I am going to say a few words about the platforms. Hon. Minister has made arrangements for cleanliness. There was no facility of tap water at many places and arrangements have been made for it alongwith toilets but still there is a shortage of facilities. There is a shortage of sheds. I think that railway platforms have been expanded but not the sheds accordingly common travelers face difficulty due to this. I, therefore, would like that the hon. Minister should pay attention to it. Now, I would like to conclude by making some demands. *...(Interruptions)*

MR. DEPUTY SPEAKER: You can lay the demands on the Table.

SHRI RAM KRIPAL YADAV: It has been decided to modernize 300 stations. Patna Sahib station is an historical place and in this regard, I would like that the hon. Minister should pay attention to it. He had once said that he had given due emphasis on it. There is fog, therefore, we would like an announcement from him for modernization of the Patna Sahib station also because it had been the historical land of Baba. People come from all over the world to pay their obeisance at the Patna Sahib Gurudwara. Mr. Deputy Speaker, Sir, you must also be going there to pay your respect. I, therefore, would like to submit that he should pay attention to it. There is too much traffic load between Mokama and Arrah resulting in too much difficulty in commuting. I think that laying of a third line there will solve the problem of local passengers, who sometimes get late by 2-3 hours. Therefore, there is a need of a third railway line there. Not only this, there is a need of running MU trains in place of the DMU trains. There are several places in Bihar where DMU is running but MU trains are needed there. Many metro cities have this facility but it is not available in Patna.

Sir, I totally agree with what Sh. Rewati Raman ji was just saying that the catering arrangements should

[Shri Ram Kripal Yadav]

be improved. I think this arrangement is not proper. You are taking money but no one is monitoring it properly. I think that the Government does not have proper control which results in disorder in catering arrangements. I would like that a new rail line should be laid between Sitamarhi-Jaynagar, Nirmali-Loukaha, and Ghogharhi Koshi Bank-Jamalpur. Some new trains should be introduced and new rail lines be laid as demanded by the people of Bihar. You have given the proposal of Vihta to Aurangabad but funds are not available. Hon. Minister has given assurance many times in the House which will help the people of five Parliamentary Constituencies. I, therefore, would like that when he replies, he should definitely pay attention to the area between Vihta to Aurangabad as lakhs of people will benefit from it. The people there are doubtful due to non-allocation of funds for it.

Mr. Deputy Speaker, Sir, I am grateful to you for giving me time. I am sure that Indian Railways will be number one in the world in the coming days as per the resolve of the hon'ble Railway Minister. It has proved to be a profit making enterprise and would remain so in future also. With these words, I support the budget.

Target of 785 million tonne freight and transportation revenue of Rs. 71,218 crore. Plan to double new lines, gauge conversion, doubling and electrification of railway lines in comparison to last year. No increase in freight charges. Reduction of 5% in diesel and petrol fares. Reduction of 6% in transportation of iron ore for domestic industries. Maximum limit of freight fare decreased from Rs. 220 to Rs. 210. Special attention to Railway security, security arrangement of main stations with the help of modern technique/equipments like metal detector, CCTV and smart video cameras. Campaign to modernize the RPF and filling up of vacant posts. Renewal of the assets becoming over-aged. All out efforts to prevent accidents. Construction of dedicated freight corridor and world class stations. Big and ambitious schemes for modernization of Railways. Scheme to construct logistics parks and agricultural outlets through PPP

[English]

**SHRIMATI MINATI SEN (Jalpaiguri): Sir! This year, the hon'ble Minister for Railways has placed a budget with specific direction and the direction is Privatization of Railways has placed a budget speech; he declared that

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

**The speech was laid on the Table.

Railways have constituted a PPP cell since railways want many more PPP Schemes.

I do not know whether Lalu Ji still remembers his speech dated 10 September 2004, when he said that "He would rather quit than allow privatization" He further said that "Private sector would not meet the aspirations of people at large if Railways were privatized, as the cost of operation and services would increase manifold".

According to a PTI report dated January 6, 2007, "Railway Minister Lalu Prasad Yadav on Saturday said that Indian Railways was in profit and that he would never allow anyone to privatize the organization".

The uncompromising crusader against Privatization seems to be list. The same Lalu Ji, in his present budget speech, proudly declared that Railways have leased out catering and parcel services, invited private investment in the wagon investment schemes, awarded licenses to private parties for running container trains - even when the turnover of Container Corporation of India Limited is Rs. 2,489 Crores and Net Profit is Rs. 334 Crores in 2006-07.

Sir, I recall that IRCTC in its Business Plan 2000 declared that it would engage a consultant to prepare a plan for privatization. That was BDA period. The people of India refused to accept the policies of outsourcing of NDA Government and brought UPA in the power. But, unfortunately, Lalu Ji preferred to carry on the legacy of NDA in his current budget proposal.

Sir, the results of recently concluded assembly elections of Punjab and Uttarakhand clearly indicate that this time people voted against the policies of UPA. This is a warning from the people.

Sir, likewise last year, this year too, there is no increase in train fare. Over and above a further reduction of Re. 1/- in daily ticket fare has been announced. This is welcome. But, are afraid that Lalu ji will definitely find out other ways and means to increase the earnings of Railways, as it was done in the last year by renaming number of trains as super fast, increasing the charges for cancellation of tickets and increasing the fees for Tatkal reservations. May I please ask the hon'ble Minister to let this house know, how much the railways have earned during 2005-2006 on these account.

Sir, in this budget speech, hon'ble Minister for Railways has said that Gross Traffic Earnings for 2005-2006 will go up to 16 per cent and likely to reach Rs. 42,299 crores. But expenditure for construction of New lines during the corresponding period have been shown as Rs. 1991 crores only, that is merely 2.2 per cent of the total Gross Traffic Earnings. Similarly, expenditure to the extent of Rs. 1242 has been made for gauge conversion, which is less than 2 per cent of Gross Traffic earnings. Not a single rupee has been allocated for gauge conversion between Alubari and Siliguri.

Sir, this is simply a mismatch between earnings and judicious planned expenditure.

Sir, the honourable Minister of Railways has given some cosmetic touches in his budget speech. He has proposed to increase number of unreserved coaches in all trains excepting fully AC trains and Jana Shatabdi expresses. He has also proposed to raise the capacity of sleeper coaches from 72 to 84, AC Chair Car from 67 to 102, AC 3 tier from 64 to 81, AC 2 tier from 46 to 48 and AC 1 from 18 to 22.

The proposals are welcome. But on implementation of all these proposals, the lengths of the existing platforms are to be extended. Again, in almost all long distance train, already passengers of 3 tier sleeper and AC coaches as well as unreserved coaches, face problems like long queue before the toilet and inadequate supply of water. On introduction of increased number of berths and seats, the problems will be more acute. I believe that Laluji will take care of these problems.

The honourable Minister of Railways, in his budget speech has said that "Railway safety is our prime concern" I hope that he will appreciate that track renewals, level crossings and bridge works are important components of safety. Unfortunately, in comparison to 2004-2005, there is an decrease of Rs. 180 crores in 2005-2006 for Track renewal. For level Crossings and Bridge Works, even the money allocated in Revised Estimate fro 2005-2006 has not been spent.

But, the recent spurt of terrorist attacks on train has become a matter of concern for every one. I hope that, as promised, the Ministry will take all steps to fill up the 8000 vacant posts in Railway Special Police Force.

Sir, in the cases of death and injury due to an accident, hon'ble Minister of Railways generally rushes to

the spot and declare compensations. Unfortunately, in Belacoba Train Blast, none from the Ministry visited the spot. The family members of the victim of the blast are still waiting for the compensations. I request the Hon'ble Minister to look into.

Sir, contrary to claim of honourable Minister for Railway regarding punctuality in train timings, possibly North Bengal is the worst sufferer. Almost all trains in late. Train like Mahananda Sikkim Express, almost runs 4 to 12 hours late. I hope that this problem will be addressed to by Ministry of Railways.

Sir, I am sorry to point out that huge quantity of Railway land remains unused for decades. The State Governments are demanding to use these land stretch according to their needs. But Ministry of Railways has not yet agreed to this proposal. I urge upon the Minister for Railways, to hand over the surplus railway land to respective State Governments.

Sir, in the current budget proposal, West Bengal has been neglected in the matter of introduction of new trains. Only one new Train has been introduced between Howrah and Rampurhat. The Haldia Panskura line has been shelved.

Sir, I am shocked to note that only Rs. 55 crores have been allotted for New Moynaguri Jogikhopa Line, which is scheduled to be completed by 2012. I am afraid that it will take 12 years more, if so little allocation is made for this important line.

Sir, speeches are made, assurances are given. But the question is, whether the assurances are kept? Before two years, we welcomed an assurance of Minister of Railways regarding granting of licenses to Railway Hawkers. I am sorry to point out that the said assurance is yet to be fulfilled.

Sir, now I draw the attention of Hon'ble Minister of Railways to a problem being faced by Freedom Fighters. As per Railway Board's instruction dated 31.8.1989 complimentary Card passes to freedom fighters are issued from offices of the Divisional Railway Manger as well as Zonal Railway Headquarters. Considering the old age and sacrifices they made, I urge upon the Minister of Railways to grant them passes from nearest Railway Stations.

Sir, from the very beginning, I tried make some constructive criticism of the rail budget 2006-07. I hope

[Shrimati Minati Sen]

that, honourable Lalu ji will give due weightage to the demands of the common people and will take corrective steps in his reply.

Lastly I support the Railway Budget.

With this, I conclude.

*SHRI N.S.V. CHITTHAN (Dindigul): Sir, I raise to support the Railway Budget for the year 2007-08 presented by the Hon'ble Railway Minister.

Laluji has presented his fourth consecutive successful budget which is loudly applauded by the press and general public as it is praised "No tears budget". Instead of increasing the fares and freights the efficiency is improved and the frequency of trains is increased with the result the Railways have earned a profit of Rs.20,000 crores this year. Hence, it is a colorful feather on the cap of the UPA Government under the able guidance of Madam Soniaji.

The highlights of this Budget as we all know are:—

- (a) 4% reduction of fares in all seasons for II class passengers
- (b) passenger fares are reduced across all categories
- (c) increase in unreserved II class coaches from four to six in every new train
- (d) cushioned seats for unreserved IInd class compartments
- (e) senior citizens and women above the age of forty five will get priority in lower berths.

Further 14% growth in passenger earnings and 17% growth in freight charges are encouraging. A total of 800 coaches would be attached in popular trains is a good news to passengers.

At the same time, I am pained to note that allocation of funds to Tamil Nadu is disappointing and disturbing.

Another injustice to Tamil Nadu is that the Ministry has sanctioned freight corridor between Mumbai and Delhi and also between Delhi and Kolkata at a cost of Rs. 30,000 crores. But it is known that Chennai to Mumbai

and also Chennai to Kolkata will be taken up after some years. The Hon'ble Prime Minister has once gone on record that Chennai and Mumbai corridor should be taken up on priority basis. But the Railway Minister has decided not to include Chennai in first phase.

Sir, South Tamil Nadu is a backward region with a low level of industrialization. There is no perennial river to help agricultural operation. Further it is situated in the down corner of our country which it is far from the consumer market of the country. Industries can come only if there is a proper infrastructure. In this context we the people of South Tamil Nadu have been demanding the doubling of railway track between Chengalpattu and Tuticorin. But the railways have decided to take up doubling work between Chengalpattu and Villuppuram. Even for this project very meager funds have been allotted in the current budget. I have information that the Railway Board which is in possession of this project has ruled out the implementation of the project on economic grounds. This project should be implemented without delay for the welfare of the South.

Railways are now a cash—rich establishment. I urge the Railway Minister to allocate a sum of Rs.2000 crores immediately for taking doubling of the track between Chengalpattu and Tuticorin.

Tamil Nadu has got largest concentration of metre gauge track. The track between Madurai and Coimbatore, the two important cities of Tamil Nadu are still to be connected. To take up the gauge conversion work between Oindigul and Pollachi Rs.30 crores are allotted in the current Budget. I hope the Railway Minister will allot the needed amount next year to complete this project.

I wish to emphasize that the track between Madurai and Dindigul is over utilized to the extent of nearly 160 per cent. There is very good scope and potential for introduction of more trains in this sector. At present, a Broad Gauge track as well as a Meter Gauge tract exist between Madurai and Dindigul. As a part of the popular demand for doubling of B.G. track between Kanyakumari and Chennai, the scheme for conversion of the existing M.G. track into B.G. track between Madurai and Dindigul was announced in the Railway Budget 2003-04 at an estimated cost of Rs. 73.19 crores for a distance of 63 km. Due to meagre allotment of funds so far no worthwhile work has been done in the implementation of the project. I now understand for the much awaited project the Railway Board has sanctioned Rs.30 crores for the year

*The speech was laid on the Table.

2006-07 and Rs.70 crores for the current year 2007-08. The track doubling project worth Rs.112 crore by the revised estimate should be completed by March, 2008.

I have been repeatedly raising my voice at the floor of this august house from the year 1996 for the early completion of this project. I can assure that this is a viable project and the entire amount will be received by way of revenue within a short period of 3 years.

The Metre Gauge track to between Madurai and Bodi should be converted into broad Gauge and extended up to Kottayam.

The existing track between Mumbai and Chennai has at present single track between Sholapur and Guntakal. This doubling work should be taken up on priority basis.

Integral Coach Factory at Perambur is one of the oldest Railway establishment founded by the tallest leader of the nation Shri K. Kamaraj. This factory should be modernized and brought at par with Kapurthala.

Madurai is one of the fast developing cities in the country. Many people residing in the growing and expanding northern parts of the city quite often undertake train journeys. As all the trains coming to Chennai from southern parts of the state make a stop over at Mambalam Railway Station. All the express trains coming to Madurai also should make a stop over at Koodal Nagar Railway Station for the benefit of passengers from northern parts of the city. Such stoppages besides reducing passenger congestion at Madurai Railway station to a great extent will also considerably lessen traffic congestion in the city, Koodal Nagar Railway Station should also be renovated with all required facilities. At present only Koodal Express alone stops at Koodal Nagar Railway Station.

At present Push and Pull train service is operated between Trichy-Tanjavur, Trichy-Virudhachalam and Dindigui-Trichy daily. There is very good potential for introduction of DEMU train service between Virudhnagar-Madurai-Dindigul. Hence, this service should also be introduced for a minimum of five times daily between Virudhnagar-Madurai-Dindigul for the benefit of commuters, businessmen and other frequent travelers between these cities in the south. It will have very good patronage.

The Chennai-Tenkasi Pothigai Express (Train No.2661 and 2662) now runs thrice a week. In view of ever

increasing demand for accommodation in this train from general public hailing from the southern districts and traders and industrialists especially from Matches, Fireworks industry and cotton and textile mills in Sivakasi, Rajapalayam and Sankarankoil areas, the frequency of this popular train should be increased to daily from the present thrice a week as early as possible.

Madurai is one of the busy railway stations in the south with thousands of passengers enter the station for boarding trains and exit from incoming trains. Due to heavy rush in the foot over bridge, especially during evening and night hours, passengers find it very difficult to reach the platforms for boarding the trains. The problem is acute for elderly people and handicapped persons. Hence, we pray for putting up escalators in the 1st and 2nd platform both ascending and descending.

The Railway over bridge at Thathaneri near Madurai is unfinished for a very longer period and should be completed without any further delay.

Thanks to the Railway Minister for ordering a survey from Dindigul to Kumuli with a view to facilitate the devotees of Sabarimala. The backward areas of Nilakkottai Vathalagundu, Periakulam, Theni, Uthamapalayam, Bodi and Kumbli will be benefited if this project is taken up.

Kodaikanal in our Dindigul District is considered to be the most energetic health resort of Tamil Nadu. One has to get down at Kodai Road railway station to reach Kodaikanal. Hence for the convenience of the passengers a computerised reservation centre should be opened at Kodai Road.

[Translation]

*SHRI AVINASH RAI KHANNA (Hoshiarpur): Sir, I would like to give my views on the Railway Budget in writing in this august House with the hope that the hon'ble Railway Minister would keep in mind these points while replying to the debate on the Railway Budget. My parliamentary Constituency, Hoshiarpur, Punjab is a backward region. There was a train from Hoshiarpur to Lahore before independence but there is no train after independence except a DMU train to Jalandhar. It is my request to you that this DMU train should run from Hoshiarpur to Amritsar as it will impose neither any additional burden on the Government nor any additional

*The speech was laid on the Table.

[Shri Avinash Rai Khanna]

train would be needed. The people will benefit a lot from it.

The Railway line ends at Hoshiarpur and the people of Hoshiarpur, Punjab and Himachal would benefit a lot if this line could be extended till Phagwara and connected with Una. This would meet the long pending demand of the people from independence till now.

Now, goods train has started reaching Hoshiarpur but people feel hesitation in using this facility due to lack of proper arrangement for keeping goods there. A scheme should be made for setting up of a store there and roads should be repaired.

A coach should be attached for Haridwar from Hoshiarpur which should be attached to the trains coming from stations prior to Jalandhar or Jalandhar Cantt. An announcement should be made for special weekly train starting from Hoshiarpur and returning from Haridwar.

An announcement should be made that computers will run for 24 hours in Dasuya, Punjab. A DMU train runs from Nangal to Chandigarh in which women and children also travel but the passengers have to face much difficulty during the 3 hours journey as there is no toilet in the trains. Therefore, this train should be equipped with toilet facility.

A train runs between Jajion and Jalandhar. Many people from this area are employed in the Army. It will prove to be a boon for the people of this backward region if a coach is attached to this train which should be thereafter re-attached to a Delhi bound train.

The train from Jajion which runs upto Jalandhar only, should be extended upto Amritsar. Railways will not have to spend any extra money and the earning of the Government will also increase and the people too will get a facility. The railway line announced between Amritsar and Anandpur should be made operative soon. The Railways gives refund to the passengers whose tickets do not get confirmed but they have to go through many procedures to take the refund. The Railways can set an example of good service if it sends the refund amount to the ticket bearer home by cheque after deducting the postal expenses.

Many a times, passengers board a train without having ticket and when they want to take a ticket from the TT, then the ticket is made from the originating station

to the destination station. Thus, neither the passenger takes the ticket nor the TT issues the ticket, thus promoting corrupt practice. If the ticket can be made from the boarding station upto the passenger's destination, then the passenger would come forward to purchase a ticket. The penalty amount should be decreased from Rs. 350 to either Rs. 50 or Rs. 75. The platforms should be constructed properly for this purpose.

Gangsar Jaiton (Punjab) is a very small station and thus many coaches remain behind platform whenever a train halts at the station causing difficulty to the passengers in boarding and de-boarding. Sometimes, passengers even fall down while de-boarding a train.

Due to lack of lighting on the platform, the passengers have to face much difficulty during boarding and de-boarding a train at night. Therefore, lighting arrangement should be made at the station.

A large number of people, settled on both sides of the railway station, have to cross the station for their work. They face a lot of problem when a goods train halts at the station for a long time. An overbridge should be constructed at the station to solve this problem.

More than 30 trains pass through the level crossing on the Jaiton-Muksar Road. Huge traffic jam is always there on both sides of the level crossing as it remains closed for 10 hours out of 24 hours. There is an urgent need for construction of an overbridge there.

Kisan Express, which runs between Delhi and Bhatinda, should be extended upto Ferozpur so that the passengers of Ferozpur could reach their home easily.

Schedule of the train running between Ferozpur and Bhatinda is quite inconvenient. This train should be rescheduled and a DMU introduced between Ferozpur and Bhatinda for the benefit of this area.

Till recently, a train used to ply from Ferozpur to Ambala. This train has been discontinued due to which people there are facing difficulties. This train should be re-introduced.

Hope the hon'ble Minister will take care of all these legitimate demands and make some good announcements.

[English]

*SHRIMATI MANORAMA MADHAVRAJ (Udupi): I raise to express my disappointment over a drab and

*The speech was laid on the Table.

pedestrian budget presented by the Hon'ble Railway Minister on 26-02-2007 in this House.

There was more drama on the presentation of the budget than earnest attempts to mobilize additional funds for many projects that are in limbo. There is no proposal to, hike fares. Added to this is the proposal to lower Upper Class fares. These populist measures will deny the railways to mop up additional funds through a modest fare revision that the public will not resent given the present spiral of inflation of all essential commodities and services.

The only way the Railways will improve its earnings is through freight rationalization. Railways projections on the growth of freight traffic seem to be based on wrong premises. May be within a year or two all the on-going highway development projects including the Golden Quadrilateral would have been commissioned giving railways a tough competition by road carriers. Even the upper class passenger revenue will diminish in the face of stiff competition by private air carriers offering low fares between metros and on trunk routes.

Whatever claims have been made on increased turn over are based on projects involving privatization of railway services and commercialization of its huge tract of land and idle infrastructure like goods sheds, yards, sidings and pieces of land at prime locations. A large share of railway catering and hotel facilities (at Ranchi, Puri and New Delhi Rail Yatri Niwas) are being sold to private parties. I understand container operations are also being privatized in select sectors. The Govt. is bent on privatization of rail services, not as a matter of policy, but to mop up additional funds.

There is need to step up security aboard the trains and also at railway station premises. The recent blast in Delhi-Lahore Samjhauta Express is a case in point. There is a severe shortage of RPF and CRPF personnel and no proposal for recruitment of additional security personnel has come up.

From the proposals it seems that many on-going projects of gauge conversion are left to proceed on a slow pace. Despite claim of commissioning the Hassan-Mangalore BG link, no regular traffic has yet commenced on this section, both passenger and goods traffic.

My constituency UDUPI is mainly served by Konkan Railways and the present budget does not enthuse people of coastal Karnataka region. Konkan Railway Corporation being an independent entity, the Govt. has left it to the capacity and wisdom of Konkan Railway Corporation to improve rail services along the Karnataka coast. KRC with limited revenue generation capacity both on passenger and goods traffic is still to complete the rehabilitation process for persons affected by land acquisition. Improvement of station amenities in my region is overdue and probably KRC is facing funds crunch. In all fairness, the Indian Railways should provide additional funds to KRC, out of its developmental reserves every year to take up essential works on improving passenger amenities at stations on KRC route terminating at Kankanady.

I urge the Ministry of Railways to provide for special development funds for KRC as many projects of urgent public importance are held up for want of funds. These are:

- a. Provision of rail over/under bridges at rail/road intersections. A part of the Central Road Fund meant for constructions of railway over/under bridges should be given to KRC to take up such works in my constituency.
- b. Expansion of stations and passenger amenities at Udupi, Byndoor, Barkur and Kundapur should be taken up and completed. Renaming of Byndoor as Sri Mookambika Road is a long pending demand of the pilgrims and devotees of Kollur Sri Mookambika temple attracting thousands of visitors every day.
- c. Increase in quota for sleeper berths in all passing Express/Mail (including Rajdhani) from Kankanady, Udupi, Byndoor and Kundapur.
- d. Provision of railway lodge/rest house amenity at Byndoor for pilgrims coming to Kollur Sri Mookambika Temple.
- e. Like Guruvayoor temple in Kerala, now linked to main line at Thrissur, Kollur (Sri Mookambika Shrine) should also be linked to the nearest railhead Byndoor.
- f. Introduction of new mail/express trains from Kankanady to Mumbai, Delhi and other destinations in north India via Konkan.

[Shrimati Manorama Madhavraj]

Konkan Railway provides vital link to Indian Railways along the west coast, saving time and distance to travellers from Mumbai to coastal Karnataka and Kerala. This eases congestion on other routes from South to Mumbai. Indian Railways should therefore, share its earnings surplus with KRC for developmental work. On a mere technicality of falling under KRC link, coastal Karnataka is being denied its rightful share in railway developmental funds proposed under the budget. Corrective measures are to be taken by making special provisions for KRC from the next Railway Budget.

This Railway Budget 2007 has no special significance for people of coastal Karnataka especially my constituency as KRC as an independent entity has been denied its share in the Central Railway Budget proposals. I wish the Govt. at the Centre take a note this anomaly for taking corrective measures atleast from next fiscal.

[Translation]

*SHRI RAGHUNATH JHA (Bettiah): Sir, I rise to support the Rail Budget 2007-08 presented by the hon'ble Minister of Railway, First of all, I extend heartiest congratulations to the officials of the Ministry of Railways to enable the Minister for his Ministry to report a huge profit of rupees 20,000 crore without increasing passenger fares and freight.

Independent India has had more than a score of Railway Ministers and Shri Lalu Prasad has carved out a niche for himself which is head and shoulders above all of them. For this, His Excellency the President in his Address to the joint sitting of both the Houses of Parliament speaks of things done to metamorphose the Indian Railways.

Sir, turning the Railways which were earlier running into losses amid talks of its privatization, into such a profit making organization is nothing but the outcome of the charismatic leadership of Shri Lalu Prasadji.

Twenty percent reduction in superfast charge on second class tickets is bound to relieve the common people.

Five percent reduction in the freight of petrol and diesel and six percent in that of iron ore is likely to hold the price line.

Announcement of laying railway lines upto new cement, steel and power plants is a welcome announcement by the Railway Minister.

Announcement made for the welfare of railway employees is a welcome step.

Freight corridor is bound to increase the income of railways.

Common people and under developed areas have been taken care of, therefore it is being appreciated as a budget for the poor.

For this reason instead of increasing passenger fare, a reduction of rupee one in ordinary class fare has been effected.

Providing 50% concession to the candidates going to appear in the exams conducted by Union Public Service Commission and Railway Recruitment Board is a revolutionary step.

Reserving lower berths for senior citizens and women is a welcome step.

Turning 300 railway stations into model stations, as has been announced, will facilitate the passengers.

Attaching extra coaches to popular trains will increase the passenger earnings by 14%.

Introduction of 8 new Garib Rath trains, 32 other new trains and extension of 23 trains is for the benefit of the poor passenger.

New Electric engine workshop at Madhepura and Wagon—Bogie complex at Dalmiya Nagar are likely to add new dimensions to the railways.

There is a proposal to provide cushioned seats for the passengers.

In the end, I would like to give some suggestions which need to be paid special attention.

I urge the Government to commence the survey for doubling the railway line from Muzaffarpur, Motihari, Bettiah, Valmiki Nagar to Gorakhpur at the earliest as announced in the budget speech.

The work of conversion of narrow gauge from Jai Nagar Darbhanga to Narkatiaganj into broad gauge has

*The speech was laid on the Table.

been going on for the last 12 years. The hon'ble Minister has said that it will be completed upto Sitamarhi this year. I urge him to complete it upto Narkatiaganj.

Sitamarhi-Muzaffarpur railway line should be completed as per schedule.

The work on Kaptanganj-Thane-Gopalganj-Chhapra line should be completed in the current financial year.

The work on Hazipur-Sugauli via-Vaishali rail line should be expedited.

Survey of Motihari-Sitamarhi via Sheohar line should be completed and time be fixed for laying foundation thereof at Sheohar.

Survey of Chakia-Madhuban, Piprahi Bergilla rail line be conducted at the earliest. Sitapur Dhala be constructed in Sugauli-Raxaul section.

The local people are demanding for a halt station at Chhagrahan, Sugagaon in Semara-Sagauli section for which a survey has also been conducted once. This demand should be fulfilled.

49 over bridges have been sanctioned in Bihar.

The Railway Minister had laid foundation stones at Raxaul, Sagauli, Narkatiaganj (Bihar) two years back under National Highway Authority of India but not even one work has been started. It should be started and completed.

Work on conversion of Narkatiaganj-Gonaha via Bhitiharvam Gandhi Ashram narrow gauge line into broad gauge line be completed.

Note:

1. Now line from Lomaha-Lokahi-Nirmali via—Sitamarhi, Jainagar be constructed.
2. New line from Ghaghardiha-Koshibagh to Bhavariyahi-Jamalpur be constructed.

(English)

*SHRI S.K. KHARVENTHAN (Palani): I am thanking the Hon'ble Speaker for giving me an opportunity to participate in the Discussion on Railway Budget for the year 2007-08. I also congratulate the Hon'ble Prime

Minister of India, Dr. Manmohan Singhii, Madam Sonia Gandhi and Hon'ble Union Minister for Railways, Shri Laluji, Shri Veluji and Shri Ratwaji for presenting the people oriented and user friendly Railway Budget for the fourth successive year.

The 153 year old Indian Railways is the world's largest Government Railway. Indian Railways is often compared with Chinese Railways. They add 1000 kms. railway line in every year but we have added 2000 kms. of new lines this year. Our Railways are carrying maximum number of passenger traffic. In the year 2006-07 alone, 624 crore passengers were travelled. Once the Indian Railways was not earning profits and incurred losses. Our UPA Government saved the Railways from going to debt trap and made it highly profitable one as well as Railway can render valuable service to the poor masses of this country, Laluji and his team took charge of the Indian Railways in May 2004. Between then and 2007-08, the Railway surplus short up from Rs. 880 crore to Rs. 1,150 crore. Expected rise in net revenue to Rs. 16,022 crore up from Rs. 4,168 crore in 2003-04. Laluji maintained robust growth of 49% rise in passenger earnings from Rs.13,460 crore to Rs. 20,075 crore in this period. All appreciations for this will go to our Railway Minister, Shri Laluji and his team.

I want to mention certain important proposals put forth by our Railway Minister:

- (i) Reduction of freight rates for diesel and petrol cut by 5%.
- (ii) For wheat, cement, fertilizers empty flow discount is given upto 40% and 10% Surcharge on iron ore freight on busy routes is dropped.
- (iii) No increase of passenger fares for any class of travel, immediate reduction in fares of second class passenger and non-Super fast Mail/Express Trains by Rs. 1 per passenger.
- (iv) 3% for AC First class in busy season and 6% in lean season.
- (v) 2% in busy season and 4% in lean season for the passengers travelling in AC 2-tier. According to this reduction, Second AC ticket on the Delhi -Mumbai Rajdhani will comes to Rs. 1,999 in busy season and Rs. 1,958 in lean season instead of existing fare of Rs. 2,040.

*The speech was laid on the Table.

[Shri S.K. Kharventhan]

- (vi) Furthermore, 8 new Garib Raths and 32 pairs of new trains in the offing is also another milestone of this budget.

In the same time-frame, Laluji would have achieved a 42% increase in earnings. Total working expenses in the Railway's gross traffic earnings from 92.6% in 2003-2004 to 79.6% in 2007-08. No other Railway Minister has managed to achieve such a dramatic turn around.

Laluji announced a number of security measures like number of trained dogs will be increased in the existing dog squads. Door frame and hand held metal detectors to detect explosives being installed in many sensitive divisis and CCTV, Smart Video Cameras, etc. for sensitive stations.

In All India basis 8,000 vacancies will be filled in the Railway Protection Force. Presently RPF strength is 67,000. Even now, we are having highest security force in the world.

Within 30 months after assumption of UPA Government under able leadership of Madam Soniaji, the railway accidents are reduced drastically. I want to bringforth certain facts before this august House. Number of railway accidents in:

| | | | | | | |
|-----------|---|-----|---|---------------|---|-----|
| 2000-2001 | = | 473 | = | people killed | = | 216 |
| 2001-2002 | = | 415 | = | " | = | 326 |
| 2002-2003 | = | 351 | = | " | = | 418 |
| 2003-2004 | = | 325 | = | " | = | 294 |
| 2004-2005 | = | 234 | = | " | = | 236 |
| 2005-2006 | = | 234 | = | " | = | 315 |

Large number of killings in railway accidents were only in previous NDA regime. In view of the serial bomb blasts which occurred last month near Panipat and in Mumbai last year, Laluji has taken various steps to strengthen and modernize the security arrangements.

There is another important proposal to provide lower berths for women and senior citizens. For purchasing tickets in an easy manner, E-tickets facilities are provided to petrol pumps and A TMs. In all the trains, number of berths are increased 72 to 84 in sleeper coaches. Throughout the country for Railway Enquiry the number 139 is given. This budget is envisaged to introduce Smart

Railway Cards is another important proposal. Laluji has introduced some relief to the 70 million disabled and handicapped in the country with the announcement of special coaches for handicapped persons. At this juncture, I request the Railway Minister to provide jobs for them in the Railways and while allotting separate coaches for disabled, all coaches should have the adequate facilities for the disabled and handicapped and at least one coach of every variety should meant for them.

However, I would like to add that the following projects pertaining to Tamilnadu and more particularly for my Palani Parliamentary Constituency which are long pending have not made any mention in the current Budget and it needs to addressed by the Hon'ble Minister.

1. Erode—Chennimalai—Kangayam—Palani BG line was announced during 2005-06 Budget and Reconnaissance Engineering cum Traffic Survey was over and the report also submitted to Railway Board on 30th November 2006 and it is pending for consideration. The length of the line is 91.05 km. Estimated cost is Rs. 288.87 crore and ROR is 1.913%. This is a successful and profitable scheme compared with other surveys announced by Railway Minister. I took up the issue along with Ministers and MLAs of my Constituency to Hon'ble Chief Minister of Tamil Nadu, Dr. Kalaignar Karunanidhi on 19th February 2006 and he also happily recommended this scheme. This new line is connecting historic ancient temples, Chennimalai and Palani Malai V/a Sivanmalai and Dharapuram. It will fetch huge revenue to the Railways and it will serve for lakhs of devotees going to the Karthik temples and business people to transport the textile goods and other commodities like rice, oil, foodgrains from Chennimalai and Kangayam. Hence, I request the Hon'ble Railway Minister to direct the Railway Board to clear the scheme as early as possible and allocate necessary funds for early implementation of this project. Further, this scheme has to be included in the Eleventh Five Year Plan. For the implementation of the scheme, the Administrative Office is to be opened immediately either at Erode (at the starting point) or at Palani (finishing point).
2. The MG line between Dindigul to Coimbatore is 90 years old line in Tamilnadu. Gauge conversion was announced in the last Budget.

Distance is 228.88 km. and cost of the amount is 344.17 crore. In the present budget only 30 crore is allocated for this scheme. I feel that this amount is not sufficient to complete the gauge conversion in a speedy manner. Moreover, for this scheme Dy. Chief Engineer's Office is now located at Madurai. I request the above office to be shifted either Dindigul (starting place) or Pothanur (finishing place).

3. The Chennai Express running between Erode - Coimbatore is now extended to Mangalore. The timings are also changed. Previously it reaches 0740 hrs. at Erode, Tirupur 0845 hrs., Coimbatore at 0945 hrs. The season ticket holders nearly 2,954 people particularly office going people, industrial labourers are going to Tirupur and Coimbatore. Due to change of time, now it starts at Erode in 0945 hrs. Due to change of time, the destinations to other places are also getting further delayed and the workers, office goers and students are not able to reach their working places and educational institutions in time. I shall, therefore, demand from the Hon'ble Minister that the earlier timings should be restored in place of the revised timings.
4. Survey for the new railway lines *v/z.*,
(i) Coimbatore Palladam-Kangayam-Karur
(ii) coimbatore-Palladam Dharapuram-Oddanchatram-Dindigul (iii) Chennai Sriperumpudur-Kanchipuram (iv) Dindigul-Natham Karaikudi are to be sanctioned on priority during this budget.
5. Oddanchatram is an important town in my Constituency. It is famous for vegetables and butter. Large number of traders and general public are coming to this market. Hence, ticket quota to the below mentioned trains for Oddanchatram is immediately necessary:
 - (i) Muthunagar Express;
 - (ii) Nellore Express;
 - (iii) Kanyakumari Express; and
 - (iv) Vaigai Express.

I had repeatedly requested the railway authorities to sanction a Computerised Railway Reservation Centre for Oddanchatram Railway Station but till date it is not cleared. Hence, I request the

Railway Minister to sanction the same as early as possible.

6. In Erode Railway station now parcel office is located in front of the railway station and it is very convenient to the public. But all of a sudden, it is likely to be shifted to very far off place. It will cause unnecessary hardship to public. Hence, I request the Hon'ble Minister to cancel this proposal.

In Erode only 2 Reservation Centres are available which are sufficient to cater to the growing needs of the passenger traffic. Hence, at least 2 more reservation counters are to be opened.

Railway Reservation Office is to be opened at Kangayam, Gobichettipalayam and Bhavani.
7. Tatkal charges are to be restored as Rs. 50 instead of 150 at present. Point to point is to be scrapped. Earlier system of tatkal booking system should be continued to facilitate the passengers.
8. Road at RUB's at Pungampadi on Erode-Coimbatore Line is in a very bad shape. Local Body authorities want to repair it. In the same manner, Road under RUB near bridge No. 151 on KM 62/7-8 in Dindigul - Coimbatore section also necessary to undertake repair. These have to be permitted.
9. Coimbatore is a biggest textile center and it is hub of IT sector. There is no train connectivity in the evening from Coimbatore-Trivandrum. Amritha Express Train No. 6344 is running between Palakkad - Trivandrum. It should be started from Mettupalayam and to be extended upto Kanyakumari.
10. Some of the trains running towards Kerala are going through Pothanur but not touching Coimbatore. Those trains are to be diverted through Coimbatore.
11. Train Nos. 2601/2602 Chennai Mail between Chennai Mangalore need a stoppage at Coimbatore.
12. An Intercity Express between Coimbatore-Bangalore to be operated in day time.
13. None of the train between Bangalore-Coimbatore is not having 1 Class AC coaches which needs to be added urgently.

[Shri S.K. Kharventhan]

14. At 56/100-200 on Dindigul - Karur BG line near Nallmanaickenpatty, a new level crossing is urgently required. This proposal also recommended by Collector, Dindigul on 11-01-07 by ROC No: 186/2007/A2.
15. In Kanakkampatty Village, Palani Taluk, Km. 50/14-51 LC No. 53 a new level crossing is also required urgently and it should laid on priority.
16. The recommendations of the Members of Parliament are not considered in releasing "Emergency Quotas" in Madurai, Chennai and Trichy Divisions.
17. New Trains are to introduced between Coimbatore/Erode to Tirupathi urgently since large number of devotees are going to Tirupathi from this region.
18. Further the passenger trains bound for Trichy-Palakkad are crossing Perundurai, Ingiyoor and Vijayamangalam. While stopping the trains at these stations usually they are stopping away from the platforms. It creates lot of trouble to ladies and aged people. They are not able to board themselves in the trains. Hence, the authorities are to be directed to stop the passenger trains in the platform itself.
19. In Erode District, there is another important station, Oothukuli. Near Oothukuli hundreds of new industries have started in SIPCOT area. Large number of people are working and going to SIPCOT industries. Hence, Express Trains like Trichy - Mayaladuthurai, Mangaore Express, Chennai Express are to be stopped in Oothukuli and Perundurai railway stations. It will help the labourers who are going to their work places.
20. I repeatedly request the railway authorities that a stoppage is to be given at Ayyalur (Vedasenthur Taluk) to train Nos. 825A/826A i.e. Mayaladuthurai-Tirunelveli Express. In Ayyalur in Vedasenthur Taluk, large number of people are growing flowers, fruits and vegetables and transport them to the market. Hence a stoppage of the above trains at Ayyalore is to be ordered immediately.

I am thanking the Hon'ble Railway Ministers Laluji, Veluji and Rathwaji for allocating Rs. 715.52 crore for Tamilnadu in this current budget as against Rs. 446.22

crore in the last year budget. Further, I am thanking the Ministers for allocating RS.70 crore for doubling between Dindigul - Madurai and Rs. 30 crore for gauge conversion from Dindigul-Coimbatore, and bifurcation of Palaghat division and formation of new Salem Division.

With these words, I am supporting the Railway Budget.

*DR. ALAKESH DAS (Nabadwip): Respected Sir, I am to lay this submission about Railway Budget 2007-2008. I want to draw the attention of Hon'ble Railway Minister through you about the following facts:

1. After repeated submission and also after the direct intervention of Mr. Basudeb Acharia, Chairman, Railway Standing Committee 3 projects have not been segregated & clubbed together again. The projects are (i) doubling of railway line from Kalinarayanpur (Ramaghat) to Krishnagar (ii) Gauge conversion from Samipur to Krishnagar (narrow to broad) (iii) New 13 KM line from Krishnagar to Charatala.

These 3 projects should be separated and allocation of fund should be made separately.

2. Immediate completion of doubling work of rail line from Ranaghat to Krishnagar. Allocation of fund should be increased in this project such that work can be completed within this Financial Year.
3. Gauge conversion of railway track should be from Samlipur to Nabadwip instead of Bawlipur to Krishnagar. Fund should be allocated more such that in this financial year work can be completed.
4. It's a good proposal that a electric carshed is going to be established in Ranaghat Station. I want immediate completion of this project & fund also should be allocation keeping that in the wind.
5. Track doubling should be extended from Krishnagar station to Lalgola station fund should be allocated for that.
6. Krishnagar and Ranaghat station already declared as Model Station. But work of Model

*The speech was laid on the Table.

Station yet to be started. Work of model station should be started immediately not revolving the railway hawkers unilaterally but after giving rehabilitation to them.

7. Railway over bridge is required in Chakdah, Ranaghat (57T) and also over Ranaghat NH34 level crossing. Let the financial sanction be made for that.
8. There are several level crossings which are unmanned & some pints are there where level crossing is required from Kalyani to Krishnagar. Long waiting demand of the people should be fulfilled.
9. New railway line (13 KM) from Krishnagar to Charatala is the demand of the whole state (West Bengal). Sanction fund for this project.
10. Weekly three pair of goods trains run from Ramaghat Jn. to Bangladesh. So passengers train can be run which will make relation of two country better. Railway Board would have no financial extra responsibility for that because the track is existing and train is running. It will make our Hon'ble Railway Minister pioneer to make a new relation with Bangladesh by train communication. Let this new venture be explored.

[Translation]

*SHRI VIJAY KUMAR KHANDELWAL (Betul): Sir, I am grateful to you for providing me an opportunity to speak on the Railway Budget. Through you, I would like to rivet the attention towards some of the problems of the Railways particularly in regard to stoppage of trains in my parliamentary constituency Betul Harda.

The Indian Railways is one of the biggest undertakings of the world. More than one crore eighty lakh people travel daily by trains. There are more than 7 thousand stations. There is no other management as big as the Railways anywhere in the world. The country is about to complete 60 years of independence, however, the expansion of railway lines is barely 12 thousand kilometres. The facilities being provided by the Railways are only for major cities, the rural areas and the people, however, have so far been deprived of the facilities of the Railways, and this is when seventy to eighty per cent of the population of the country resides in the

villages. The Garib Rath as announced last year was introduced, however, its stoppage being only in the major cities, its benefits have not accrued to the small and the poor.

Not prolonging the discussion, I would like to draw the attention of the hon. Minister of Railways towards certain points. The platforms of distant railway stations should have facilities like that of sheds, bookstalls, STD, PCO booth and safe drinking water for to the passengers. Private agencies should be commissioned for the sale of tickets so as to avoid long queues of passengers at railway stations and facilitate easy availability of tickets in the city itself. Relief be provided to passengers by allowing them to travel between 6 a.m. and 8 p.m. in sleeper class and no penalty should be charged for it from the passengers. It would increase the number of passengers alongwith adding to the income of the Railways. The passenger trains should be extended alongwith increasing their number, which would facilitate the rural people traveling from small stations.

Sir, I would like to draw your attention towards the extension of railway facilities in my parliamentary constituency. My parliamentary constituency falls under two Railway Zones of Mumbai and Jabalpur and similarly district Harda of my parliamentary constituency falls under Bhopal zone and district Betul comes under Nagpur zone. The stoppage facilities of the railways are not adequate at stations falling under these zones.

I would like to draw his attention towards reviewing the decision of withdrawing stoppage of 2159/2160 Nagpur-Jabalpur-Nagpur Express at Betul Railway Station. Betul Railway Station under my parliamentary constituency is a major Railway Station between Nagpur Itarasi and a district headquarter. The Nagpur-Jabalpur-Nagpur Express plying three days a week has a stoppage in Itarasi-Amla-Panduma-Narkhed-Katol after leaving from Jabalpur and similarly stoppage have been provided in Katol-Narkhed-Panduma-Amla and Itarasi while going from Nagpur to Jabalpur, however, it has no stoppage in Betul which is now district headquarter, whereas stoppage has not been withdrawn at small railway stations. There is great resentment among people due to the withdrawal of stoppage at district headquarters while retaining the stoppages at small railway stations.

People in large number travel from Betul Railway Station through this train to Jabalpur High Court and to

*The speech was laid on the Table.

[Shri Vijay Kumar Khandelwal]

other destinations and to Nagpur, since it enjoys substantive medical facilities. This train leaves Jabalpur at 8.50 pm. for Nagpur and reaches Nagpur at 6.15 am. via Itarsi-Betul, it facilitates the passengers from Betul to reach Nagpur early morning and return Betul in the night through this train after getting their treatment. It is very comfortable for passengers to travel through this train coming from Nagpur to Betul and Betul to Jabalpur. However, owing to the withdrawal of station at Betul Railway Station, the passengers are facing a lot of inconvenience. So, it is requested that he should review the decision of withdrawal of stoppage of 2159/2160 Nagpur-Jabalpur-Nagpur Express at Betul Railway Station so that the passengers could be facilitated. Besides, it should also be given a stoppage at Ghodadongri, Multai.

In regard to Ghodadongri Railway Station, I would like to state that there is a power supply plant of the Madhya Pradesh Electricity Board in Saraa which is at 17 to 18 km. distance from this station and there are coal mines in Pathakheda in which many people from UP and Bihar are engaged in mining. The Nagpur-Jabalpur-Nagpur train should be given a stoppage here since the headquarters of Madhya Pradesh Electricity Board is in Jabalpur where people visit in large number. Stoppage should be given to Jaipur Express plying from Jaipur to various destinations like Jaipur-Chennai, Jaipur-Bangalore and Jaipur to Bilaspur. Similarly, stoppage be given to Nagpur-Jabalpur-Nagpur Express and Jaipur Express at Multai Railway station and to Jaipur Express at Amla Railway Station.

Sir, stoppage should be given to Jayanti Janata Express. Besides an Intercity Express should be plied on daily basis from Bhopal to Nagpur and Nagpur to Bhopal. Most of the traffic and trade of this area is carried out in Bhopal and Nagpur.

Sir, the Bhopal-Bilaspur-Bhopal Mahanadi Express used to ply three days a week from Bhopal to Bilaspur via Betul-Nagpur in the past and used to reach Betul at 8 p.m. and at 6.30 a.m. while going to Bhopal, reached Betul from Bilaspur via Nagpur-Betul, the people of Nagpur, Katol, Pandhurna, Multai, Betul are facing lot of inconvenience due to its discontinuation. So, it should be plied as in the past from Bhopal to Bilaspur via Betul and from Bilaspur to Bhopal via Betul. If it is not possible then a passenger train coming from Bilaspur in the morning to Nagpur should be extended upto Betul since it is stationed there at night.

Betul is a district headquarters. It would be appropriate to give stoppage to the following trains in addition to above-6687/6688 Bangalore Jammu-tavi Navyug Express, 6317/6318 Himsagar Express.

Harda district in my constituency comes under the Bhopal Railway Division. The three main railway stations Timrani, Harda and Khirakiya come under Bhopal division of Central West Railways.

Harda is a district headquarters and since it falls on Itarsi Mumbai main railway line a number of trains pass through it. There is a railway crossing in the center of Harda city. N.H. 59 (A) and Khandwa-Hoshangabad road crosses it and large scale vehicular traffic plies on these two routes. Most of the times, said crossing remains closed as a large number of trains ply on this Mumbai-Itarsi route. Closure of crossing causes long lines of vehicles leading to traffic jam which causes great hardship to the people. Therefore, there is an urgent need to construct an overbridge at this point.

Large number of people board trains from Harda railway station. The commuters have been demanding for stoppage of 2715/2716 Amritsar-Nanded Sachkhand Express, 5217/5218, 5219/5220 Pawan Express, 1031/1032 and 1033/1034 Gyan Ganga Express at this station. It will facilitate them.

Khirkia is main business center of district Harda. Large number of people living around Khirkia depend upon this station. Therefore, it would be in public interest if the stoppage of 9045/9046, 9047/9048 Tapti Ganga Express, 5217/5218, 5219/5200 Pawan Express and Jhelum Express is provided at this station.

Large number of commuters travel to small stations from here. Therefore, they demand extension of Beed-Khandwa passenger train upto Itarsi so that it would facilitate passengers traveling upto small stations. Further, there is a need to increase the number of bogies in Itarsi-Chopan-Bhusawal passenger train so that the passengers traveling from small stations may travel comfortably.

The people of this area have been demanding for stoppage of Tapti, Ganga and Pawan Express at Timarani railway station for long. But railways have not taken any action so far. Action may please be taken to provide stoppage of these trains for the convenience of people of this area.

Moreover, there is no train for Jaipur and Jodhpur on Itarsi-Bhusawal line. Therefore, if Jodhpur-Jaipur passenger is rescheduled as Bhusawal-Jodhpur, via Bhopal, it will facilitate traveling of people of Harda district to Jodhpur, Jaipur.

*SHRI K.C. PALLANI SHAMY (Karur): Hon. Deputy Speaker, Sir, I thank the Chair for giving me an opportunity to speak on the Railway Budget for the year 2007-08. Hon. Minister for Railways, Shri Lalu Prasad, and Hon. Minister of State for Railways, Shri R. Velu, are doing a commendable job by way of ensuring exemplary skills to take forward the Railways on first track to success. That is the reason why they have presented a very successful Budget consecutively for the third year now.

At the outset, I would like to thank the people of my Karur Parliamentary Constituency who have elected me on my being presented to them as their candidate by the leader of the Tamils and the Chief Minister of Tamil Nadu Dr. Kalaignar Karunanidhi, who has assumed the office for the fifth time. I would like to heartily appreciate the Railway Budget for this year in the same way as our leader has welcomed it. He has pointed out that this Railway Budget is people-centric, people-oriented and linking people. Increasing travel facility and increasing Railway revenue are like the two tracks on which traverses the rail called efficient administration. Hon. Lalu Prasad Yadav is the achiever behind this success. I hail from the Dravidian Movement that has dedicated itself to social justice. It is fully justified that I pay a rich tribute to Shri Lalu an emerging champion for the cause of social justice in India today. It is my bounden duty to congratulate him on behalf of our leader Dr. Kalaignar Karunanidhi.

Some leaders have even gone to the extent of saying that the profit earned by the Railways could have been spent on additional coaches and rolling stocks. But, Laluji believed that he would do that and at the same time bring down the railway fare while enhancing the railway earnings. He has his own way of approach to economy. He adopts his own economic strategy to ensure smooth functioning of Railways with unprecedented operational efficiency. I would like to point out that the Railway Budget is bound to have its salutary effect on the economy of the nation. He has reduced by 5 per cent the freight charges on diesel and petrol. He has also announced 6 per cent reduction in moving as freight iron ores and

limestone. He has also announced taking away 10 per cent surcharge on the freight charges levied on iron ores. This would help the transport sector, the cement industry, construction industry that rely on steel and machines and equipment manufacturing industry that rely on iron and steel. This would only contribute to domestic production in the country.

Enhancing travel facilities, increasing railway services, adding on to the number of trains operated, increasing further the number of coaches in the popular trains, going in for cushioned seats in second-class general compartments and introducing fully AC 'garib raths' for poor railway passengers, are all steps in the right direction to attract more passengers towards the railways. Recently, the 'garib rath' train between Chennai and New Delhi was flagged off by the Hon. Chief Minister of Tamil Nadu, Dr. Kalaignar Karunanidhi. At the inaugural function held at Chennai Central Station, our Chief Minister was appreciating in laudatory terms the humanism, welfare oriented mind and the administrative acumen of our Hon. Railway Minister Shri Laluji. An administrative wizard appreciating another able administrator is not so uncommon but it is not that easy. Whereas our leader Dr. Kalaignar Karunanidhi who by nature is simple and affable always appreciates those who appeal to the poor and work for them.

In the last two years, the passenger fares were not raised, whereas this year going a step further, the railway fares have been sought to be reduced. Every passenger would have the benefit of the fare reduction ranging from rupee one to forty nine rupees. About eight hundred additional coaches are being attached to the popular trains to attract more passengers and to fetch additional revenue. With an annual plan outlay of 31 thousand crores of rupees, a pre-dividend cash reserve of rupees 14700 crores was earned by the Railways last year. And this year, it has gone upto 20 thousand crore of rupees. People happily look at this performance, of course, wonder struck. The reason for this resounding success is an ensuring better services and efficient management.

Even ordinary coaches that are run as unreserved compartments shall henceforth have cushioned seats is a commendable announcement. This shows the gesture on the part of the Railway Minister who chooses to respect the self-respect of the poor. As one who come from the self-respect movement, I welcome this change for the better.

On a day prior to his submitting this year's Railway Budget, Shri Lalu said that a good Budget can be

*English translation of the speech originally delivered in Tamil.

[Shri K.C. Pallani Shamy]

expected from him. He did what he said. Hence, I would like to congratulate him on behalf of Dravida Munnetra Kazhagam. He claimed that his Railway Budget for this year would try to address all the sections of the society, he also said that draw backs if any, could be pointed out to him so that he may make possible efforts to rectify them. So, at this juncture, I would like to place a request that container handling depots may be set up near the railway stations in Tamil Nadu. Towns and cities that have industrial growth like Karur, Coimbatore, Tirupur, Salem, Madurai, Tiruchi, Chennai in Tamil Nadu may have this container handling depots near their junctions and main railway stations. This is my plea before the Hon. Railway Minister to give a pep to the industrial growth in Tamil Nadu.

Of the new trains that are being introduced this year, five of them goes to Tamil Nadu. I welcome this. At the same time, it would be better to go in for a commercial feasibility study to run a day train touching Karu, Salem and Tirupur which would benefit the labour class and freight movement. On the similar lines of the 'Shatabdi Express', a super fast day train may be introduced between Karur and Chennai. Our Railway Minister has announced that special coaches would be provided to enable agricultural goods like milk and vegetable are transported in trains. I would urge upon the Railway Minister to extend this facility to knitting industry and handloom sector also. The Railway Minister may also go for opening handloom sales counters in the running trains. I would like to suggest this because I come from a Dravidian party whose leaders have carried on their shoulders handloom cloth to promote the lot of the handloom weavers. There is an announcement that there will be 40 per cent of rebate on freight charges based on incremental loading. I would like to urge upon the Railway Minister to extend this to textile sector or at least the handloom goods without any pre-condition.

With the advent of advancement in information technology, advanced railway reservation is being taken to other places other than railway stations through internet. Now, railway reservations can be made even at petrol pumps. This only shows that Railways are efficiently making use of the spurt in information technology under the dynamic leadership of our Union Minister for IT and Communication, we are making in roads in IT sector, I wish to impress upon the Railway administration to make the best use of IT revolution in the country to increase its service and to generate more jobs. Welcoming and

extending my support to this year's Railway Budget on behalf of DMK and the people of Tamil Nadu, let me conclude.

[English]

*PROF. BASUDEB BARMAN (Mathurapur): Hon'ble Deputy Speaker Sir, I like to draw the attention of the House to the plight of the people of the Sundarbans (District: North 24 Parganas and South 24 Parganas) of West Bengal, a good part of which falls in my Parliamentary Constituency 16 Mathurapur (SC), where people are suffering due to non-availability of the required Railway Service facility. Thousands of people daily commute to various parts of the State of West Bengal daily, taking recourse to the help of train-travel through Sealdah Railway Station. I request for extension of railway network facilities for; (i) Joynagar to Raidighi, (ii) Canning to Jamtala, (iii) Joynagar to Dhamakhali, and (iv) Park Circus to Dhamakhali, and laying of double lines in the Baruipur Diamond Harbour Section (of which Baruipur Magrahat sub-section requires immediate attention for starting the work of doubling the tracks) and Baruipur-Lakshkantapur—Kakdwip-Namkhana Section. I may say that due to heavy congestion in the compartments of the EMUs running on single tracks, people have to suffer under inhuman conditions while traveling; I myself have the same experience when I sometimes use the trains to reach different parts of my Constituency,

I would request the Hon'ble Railway Minister, through you, Sir, to send some of his senior officials to travel by any of these trains, without disclosing their identify, especially during peak hours, to check whether what I have stated are facts or not, and also to initiate necessary action.

SHRI BRAHMANANDA PANDA (Jagatsinghpur): Hon. Deputy-Speaker, Sir, I express my gratitude to you for giving me this opportunity to speak on the Railway Budget 2007-08 in this august House.

Hon. Minister of Railways in his Budget Speech described himself as an *Avatara* of Lord Krishna and his 14 lakh employees as his sole supporters who helped him to lift the Mount Govardhan of the Indian Railways. I would like to say in this context that if he were Lord Krishna, he would have showered his unconditional love equally on all underdeveloped and backward States.

*The speech was laid on the Table.

Unfortunately, I find that no special attention and priority has been given so far as the State of Orissa is concerned.

While we all cry in this August House to uplift the poor, Dalits, Scheduled Castes and Scheduled Tribes, the same remained merely a political slogan. As you know, my State is dominated by Scheduled Castes and Scheduled Tribes. About 47.13 per cent people live below the poverty line in the State of Orissa. In such circumstances, though the Railway Budget has been claimed by the Railway Minister as meant for the *aam aadmi*, in reality the interests of Dalits, Scheduled Castes and Scheduled Tribes have not been looked into in this Railway Budget.

Orissa is a State which is rich in vast natural resources, excellent sea beaches, a beautiful lake like Chhillika, and important tourist spots like Konark, Puri, Lingaraj Temple, etc. Steps like covering wooden berths with cushions, increasing unreserved coaches, facilitating travel of senior citizens and women in trains etc., are laudable but, in my opinion, these are on eyewash to show off to the people without really taking care of the interests of the *aam aadmi*.

Hon. Members would agree with me that the safety and security in the Indian Railways are of prime concern. The recent series of bomb blasts and the casualties of passengers demand a strong, well-equipped and modernized security set-up on the platforms as well as on trains. It is a pity to note that the funds meant for safety and security in Indian Railways have been underutilized and remained unspent in some cases.

18.00 hrs.

I hope the hon'ble Railway Minister would look into this grave issue and take appropriate steps. Similarly, cleanliness aspect has also not been given priority. If we enter a railway platform and enter inside a toilet in that platform, we witness a dirty and nasty atmosphere which shows that in reality the Railways has not yet achieved the objective of giving proper amenities to the common man of this country.

Sir, the East Coast Railway with its vast cargo carrying potential contributes a sizeable amount as a way of profit to the Railway Department. It is quite shocking that no satisfactory allocation was made for the development of requisite infrastructure in these areas. The

meager allocation to the State of Orissa by Railways for 2007-08 is quite disappointing from Orissa's point of view.

As you know, during the previous year, only a sum of Rs.650 crore was allocated by the Railway Department but it is shocking to know that during this year, a sum of Rs.606 crore has been allocated which shows that a step-motherly attitude has been deliberately shown towards the State of Orissa without taking into consideration the industrial revolution which is now initiated under the leadership of our present Hon'ble Chief Minister, Shri Naveen Patnaikji. Hon. Chief Minister of Orissa has requested for Rs.880 crore for the completion of State-based projects but the Budget has earmarked only Rs.606 crore, which is Rs.49 crore less than the previous year's allocation. This shows that Orissa's interest has not been safeguarded though the Railway Minister is our close neighbour and the expectations from him are really sky high in view of our social, cultural, spiritual and political relationships with the State of Bihar. In this regard, after the presentation of the Railway Budget, the Hon'ble Chief Minister of Orissa has also requested the Hon'ble Railway Minister to reconsider his demand and said that the Railway Budget is disappointing as no priority was given by the Railway Minister for the development of infrastructure in the State of Orissa.

18.02 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

Sir, on-going projects have not yet been completed though started way back in 1992-93. Even after one and a half decades have already been elapsed, the reason for non-completion is best known to the Railway Department. No priority or no special attention was given for completion of those on-going projects as a result of which the development of the State has been stalled.

In this regard, I would like to state that since 2002-03, the State is undergoing a positive change towards industrialization as a large number of multinational companies are signing MoUs with the State Government for setting up of steel and aluminium plants. With the leading entrepreneurs like POSCO, ESSAR, TATA, JINDAL, BHUSAN, MITTAL expressing their willingness to exploit Orissa's resources, it is quite obvious that the freight and passenger traffic to Orissa will increase manifold. Keeping in view the increase in demand for the flow of freight to and from Orissa, the Budget could have allocated more funds than last year's.

[Shri Brahmananda Panda]

All the Hon'ble Members from Orissa under the leadership of Shri Braja Kishore Tripathy have submitted a memorandum for the allocation of Rs. 1,500 crore for the development of Railways in the State of Orissa. It was also not even given due consideration. In this context, I would not like to waste the time of the House. I would like to highlight a few points mentioned in the representation which was given by the State of Orissa - for opening of a new Division, the Ministry of Railways is requested to either to extend the jurisdiction of Sambalpur Division, to include Jharsuguda-Barsuan-Kinburu, Rourkela-Nuagaon, Jharsuguda-Himgiri or to create a new Division with the headquarters at Roukela or Jharsuguda with jurisdiction as mentioned above under the East Coast Railways. Likewise, the jurisdiction of East Coast Railway may be extended to include Banspani to Padapahar section and Bhadrak-Laxmannath Road section in Khurda Road Division.

In this regard, I would like to highlight the profiles of a few projects with name of the project and the year of its sanction. Lanjigarh Road-Junagarh was sanctioned in 1993-94; Khurda Road-Bolangir was sanctioned in 1994-95; Haridaspur-Paradeep was sanctioned in 1996-97; Rupsa-Bangriposi Gauge Conversion was sanctioned in 1995-96; Nuapada-Gunapur Gauge Conversion was sanctioned in 1997-98 and Angul-Dubri-Sukinda Road was sanctioned in 1997-98. There is also Daitari-Banspani Rail Link Project running for 155 kms. In the case of this project, the Ministry of Railways had indicated for completion of the project by October 2006. However, the work is still in progress. The section from Banspani to Keonjhar has been commissioned. Track linking is in progress since formation.

MR. CHAIRMAN: You can lay your speech on the Table of the House.

SHRI BRAHMANANDA PANDA: There are projects like Lanjigarh Road-Junagarh, running for 56 kms. and Khurda Road-Bolangir running for 289 kms.; for these, adequate funds have not been allocated.

MR. CHAIRMAN: Please conclude.

SHRI BRAHMANANDA PANDA: Similarly, Haridaspur-Paradeep project is there; in view of the commissioning of a large number of steel plants in Dubri complex as well as MoUs entered by the Government of Orissa with POSCO and Mittal, it is essential that this rail link is commissioned as early as possible.

MR. CHAIRMAN: With great difficulty, you are reading out your speech. You can as well lay it on the Table of the House.

SHRI BRAHMANANDA PANDA: The projects—Angul-Dubri-Sukinda Road and Talcher-Bimlagarh - have not been completed yet; I request that some special attention may be given to them by the Ministry of Railways so that more funds are allocated for completion of these projects.

With regard to gauge conversion, we have Rupsa-Bangriposi and Nuapada-Gunapur projects.

I will conclude my speech in a few minutes. I am the only Member authorized to speak from my Party, the Biju Janata Dal. As you know, Biju Janata Dal is a regional Party. It is named after the great international hero, Biju Patnaik. Lord Jagannath preached the real theme of national integrity and He stands for the cause of the common people of this country. The real theme of socialism and communism starts from my holy land of Lord Jagannath.

In the case of doubling and electrification, some allocation has been made in Haridaspur-Paradeep section. We have some proposals for new doubling in sections Daitari-Banspani, Talcher-Sambalpur, Haridaspur-Paradeep, etc. I have already highlighted many of them. With regard to electrification, I request the Ministry of Railways to sanction Daitari-Banspani, Haridaspur-Paradeep and Talcher-Sambalpur-Jharsuguda Projects.

As you know, Konark is one of the wonders of the world. Puri is also equally important from the point of view of tourist attraction. We have also placed our demand that Satpada should be connected with railway link, as Chilka lake is an excellent tourist spot.

It is one of the beautiful lakes of the world. According to my opinion and to the opinion of the Railway Minister all these demands, Jaleswar-Digha, Rupsa-Bangriposi to Gorumahisani, Badampahar to Keonjhar, Berhampur to Phulabani, are genuine demands. Sanction for surveys for Sambalpur-Berhampur *via* Birmaharajpur, Bolangir-Nawapara, Banspani-Bimlagarh and Jaipur Keonjhar, have been requested. With regard to passenger amenities we have requested for introduction of pantry car and introduction of new trains. We demanded 13 new trains and only two trains have been given. The Garib Rath should run from Orissa, Bhubaneswar to Delhi, so as to

connect the Capital of India. Instead of Ranchi it should have been extended up to Delhi.

Superfast trains from Sambalpur to Allahabad, Bhubaneswar to Kanyakumari and Thiruvelli to Puri
...(*Interruptions*)

MR. CHAIRMAN: You can lay it on the Table of the House.

SHRI BRAHMANANDA PANDA: I would like to conclude by saying that the second bridge over river Mahanadi is a long-pending project. Connectivity is more important. As you know, Sir, Paradip Port is the deepest port of India. Unless railway connectivity is there, all round development of the Port cannot be achieved. You will be happy to know that our State Government has entered into understanding with different Ports like Gopalpur, Dhamra which are to be connected with the railway link. That apart, my humble submission in this House is, that introduction of rail bus is very important. Rail bus should be introduced in different parts of the State including in my constituency that is from Cuttack to Paradip.

I would like to highlight that the Railway Ministry has deliberately shown step-motherly attitude towards Orissa.
...(*Interruptions*) My Leader Shri Tripathy has demanded Rs.1500 crore. ...(*Interruptions*) Our Hon'ble Chief Minister is now on the verge of bringing industrial revolution in the State. A number of steel plants and universities like Vedanta, Ravi Shankar are coming up in the State of Orissa. Taking all these aspects in view, I would like to urge upon the Railway Ministry that special attention should be given to the State of Orissa. If the Government actually wants to find happiness, wants that all the citizens of the country should laugh, should enjoy the privileges and amenities equity and parity should be the highest considerations. ...(*Interruptions*)

MR. CHAIRMAN: Please conclude.

...(*Interruptions*)

SHRI BRAHMANANDA PANDA: The Government should find out the reality. How the adivasis, dalits and Scheduled Castes in Orissa are tortured because no special grant has been allocated by the Railway Ministry. The Finance Ministry was ...(*Interruptions*)

MR. CHAIRMAN: Nothing will go on record.

...(*Interruptions*) *

SHRI BRAHMANANDA PANDA: I hope that the Railway Ministry will give special attention and provide special package to the State of Orissa. I extend my hearty thanks for giving me an opportunity to speak a few lines on Railway Budget.

MR. CHAIRMAN: If Members will cooperate, we can finish it today. Otherwise, as per the list, we will have to sit till early hours of the next day.

SHRI BRAJA KISHORE TRIPATHY (Puri): In the Business Advisory Committee, 12 hours were allotted to this discussion.

MR. CHAIRMAN: Members who have written speeches can place them on the Table so that we can save time. It is as good as making an oral statement here. All the views can be recorded by giving them in writing and by this we can save time also. It is as good as making a statement on the floor of the House.

[*Translation*]

*SHRI BHANWAR SINGH DANGAWAS (Nagaur): Sir, I would like to express my views on this year's rail budget:

As time passes by, the cost of the project gets escalated. It is because of increase in prices of material required for execution of project. After repeated requests for three years the hon'ble Minister of Railways has now made a provision for gauge conversion of Degana-Ratangarh and Sadulpur rail line. I am thankful to the hon'ble Minister for it.

Another project, I would like to make a mention of, is laying of railway line from Merta city (distt. Nagaur) to Pushkar, Ajmer. Laying of this line would connect western and northern Rajasthan to southern and western parts of India which will reduce travelling distance as well as the passenger will have to spend less on fares. It would also facilitate carriage of goods by shortening the distance and reduction in freight. At present, commuters willing to travel from west or north Rajasthan to Ajmer either have to travel via Marwar Jn. (distt. Pali) or Phulera (distt. Jaipur) in.

Ajmer and Puskar, both are world famous religious places of Hindus and Muslim and others as well. Pilgrims visit these places round the year. The survey for this

[Shri Bhanwar Singh Dangawas]

project was undertaken during pre-independence British-era. Many a times, survey has been conducted since then. Its latest survey was done in 2005-06. Budget 2006-07 and 2007-08 have no mention of said project. What can be more painful than this since lakhs of rupees have been wasted on survey etc.

My submission is that the project should be taken up this very year. It would be in the interest of Indian railways and the people of India.

[English]

*SHRI B. MAHTAB (Cuttack): Sir, some may like to describe Railway Minister's fourth budget presented in this House as populist but it is actually a combination of populism and pragmatism. The most remarkable feature of the budget is that taking advantage of a booming economy, the Railways could squeeze out much more revenue from all sources. The buoyancy in earnings allowed the Railways to cut passenger fares, though marginally, and present a common man-friendly budget. The Minister has tried to win back passengers from cheaper airlines and freight from road transport by offering discounts in off-peak seasons. Railways has truly risen to the occasion to fight competition, an unusual exercise from a monolithic organisation like the Indian Railways. The 5 percent education in freight rates for petrol and diesel, if passed on to the consumer, will see a reduction in their prices. Surely, there is an effort to make this gigantic organisation change with the new business dynamics. But at the same time the Minister must address the larger issue of gradual reduction in cross subsidization of freight to passenger traffic. According to a study, the Railways' current revenue mix is 30:70 between passenger and freight. It takes 60 percent of the traffic to generate 30 percent of the revenue while freight is only 40 percent of the traffic generating 70 percent of the revenue. Yet there is 2 to 8 percent cut in the passenger fares across the board. Freight rates have remained untouched. Women above 45 and senior citizens will have a priority in lower berth allotment. Commendably, there will be special coaches for the physically challenged with cushioned seats and toilets. Milkmen, vegetable vendors and small traders will also have special carriages. It will set up 300 New model stations. Some stations will have CCTV sets. TTEs will be provided with Palmtops. No wonder, the Railways is set to earn a profit before dividend of Rs. 20 thousand crore during the current

*The speech was laid on the Table.

fiscal. This is the same Railways that had defaulted on dividend payment and had a fund balance of only RS.359 crore in 2001 against the current figure of Rs.16 thousand crore.

Recently, I came to know that the average passenger fare per kilometer in India is less than half of that in China. Eight more Garib Raths are on the way apart from 32 new trains, some double-decker trains.

Despite commendable progress on expansion, the Railways has often been hijacked by the vested interests. What is the position of existing infrastructure? Isn't it woefully inadequate to carry the additional burden? This is the main reason for unusual delays in the running of trains as harried passengers suffer silently. The proposed construction of the Rs. 30 thousand crore dedicated freight corridor will ease the congestion to some extent but by the time it comes up, growing traffic might again become unmanageable. The Railways should look far ahead instead of just responding to existing problems.

Indian Railways is perhaps the largest railway network under a single management in the world. It has a route kilometrage of nearly 63,465 kms, an operating fleet of 4,97,831 wagons, 48 thousand 263 coaching vehicles and 7910 locomotives. During 2004-05, on an average 16,021 trains including 9556 passenger carrying trains, were run daily. Nearly 15 million passengers were booked daily and 626 million tones of freight was loaded during the year. Now, with passenger traffic and freight has increased manifold. With such a massive utilization of assets, safety is of paramount importance for operational efficiency.

Coming in the backdrop of the recent blasts in the Samjhauta Express, this years budget was expected to lay emphasis on passenger safety. The threat to security emanates not only just from terrorists, but also from ordinary criminals who board trains, harass passengers, occupy seats unauthorisedly and try to molest women. Many railway mishaps can also be easily blamed on staff negligence and indifference. What the Railways plans to do is not enough. We are all aware that safety is an inherent element underlying all planned modernisation and technological upgradation on Indian Railways. The aim is to improve safety through better man machine interaction, easier operating system and reducing the need for human dependence in maintenance and operation.

The track forms the backbone of railways transportation system and therefore needs to be

maintained in a safe and fit condition. It is therefore, essential to carry out not only the track maintenance operations, but also to renew the track as and when it becomes due for renewal. A no lapsable fund, was created on the recommendation of the Railway Safety Review Committee. RS.17 thousand crore has been set up by the Government from October 1, 2001. Seven years after, there is still no tangible difference. Trains continue to crash into each other, and in a unique case this year, a bridge collapsed on a train. Gross negligence on the part of Railway authorities has resulted in the death of some 40 people in this man-made accident. The bridge at Bhagalpur, Bihar was abandoned four years ago because it was crumbling. Yet Railways authorities did not take measures to prevent the accident from happening. Railway bridges are an important part of its vast Network. According to the Standing Committee Report, the Network consists of some 12 thousand bridges. However, hundreds of these are in urgent need of repair. At least 44 percent of the bridges are over a hundred years old. But allocated money is not being used. In 2005-06 Railways had asked for RS.761 crore but later scaled it down to Rs.488 crore. This is not shortage of funds that is behind the sorry state of bridges. I may mention here that the poor Indian Railways passenger has been shelling out extra money in the form of a surcharge on every ticket that he or she is buying. The safety surcharge, which goes upto RS.5 thousand crore or more should have enabled Indian Railways to speed up its programmed inputs for enhanced safety. Should have started its relentless drive to eliminate human error. Almost six years after the setting up of the Special Railway Safety Fund (SRSF) and four years after the Indian Railways' Corporate Safety Plan's unveiling, it is time to review safety performance against the targets set and investment made or were proposed during these years and how many collisions, derailment and level crossing gate accidents have occurred.

The Bomb blast on the Delhi-Attari Samjhauta Express are chilling reminders that plugging the security gaps in our transportation systems is one of the most challenging tasks ahead. Investigators have recovered suitcases intact at the site that contained improvised explosive devices and plastic bottles of kerosene and petrol mixed with strips of cloth, probably to prolong the blaze. The lack of security that led to terror strike is too serious to be glossed, over and its time to wonder if rail security is being shortchanged because of the emphasis elsewhere on airline security. Unfortunately, the sprawling nature of road, rail and subway services makes them very difficult to protect. Terrorists use the numerous

entrances and multiple tracks of busy railway, melt in the crowd and spread mayhem. This happened in Assam, i. Mumbai and in Samjhauta Express. It is high time to start testing new anti-terror tools. Instead of screening technology, a better bet perhaps would be to install more walk through machines that detect explosives, bomb-resistant trash-cans, and random searches by sniffer dogs.

Security also be given to modernisation of the Railway Protection Force. We were told that after the bomb blast in Mumbai sub-urban trains and stations, the Railway Ministry had decided to strengthen its security forces. The steps included replacement of conventional 303 rifles with sophisticated Insas rifles, which is akin to AK-47. It was also decided to install surveillance cameras and X-ray scanner and would deploy dog squads in major stations. But we do not get any information about the steps taken in this regard from the written speech of Railway Minister.

There is a Union of International Confederation of Railways which has its headquarters in Paris. They are also worried about the increased terrorist activities in railways. Recently, if I am not wrong, our Railway Protection Force organised an international meet on "Terrorism and how to tackle it." What inputs did you get? Yes, Railway Act been amended and RPF been empowered to check minor offences, but the major shortcoming is that RPF does not have power to check or detect crimes under the IPC. Would the Government take a decision soon?

We were also told that more than 12 thousand constable posts are vacant and in the present pace of recruitment, another 10 thousand constable posts would become vacant by December 2008. Unless RPF is modernised and adequate staffs are in place, how do you expect safety of commuters?

Train hygiene, unless given a radical thrust will weaken India's emphasis on qualitatively improving its infrastructure services. People are willing to pay more for more reliable and better services. Minister should concentrate on improving security and service quality. A remarkable job been done in transforming the Railways into a profit making enterprise. Now he must pay attention to a far more important and challenging task and that is safety of passengers.

Now I come to specifics relating to my State Orissa since 2002-03, the State is undergoing a positive change

[Shri B. Mahtab]

in industrialisation. With large number of industries coming up, it is expected that by 2016 the additional generation of traffic shall be 200 million tons. Railways has sanctioned 6 New BG rail links, eleven doublings and two gauge conversions. But with changing scenario there is a need for heavy requirement for completion of the sanctioned projects as well as sanction of New lines. My demand is, all sanctioned projects should be completed in five years. I would also demand to extend the jurisdiction of Sambalpur division to include Jharsuguda-Barsuan-Kiriburu, Rourkela-Nuagaon and Jharsuguda-Himgiri. The jurisdiction of East-Coast Railway should be extended to include Bansapani to Padapahar section and Bhadrak-Laxman Nath Road section in Khurda Road Division. I am thankful to the Minister for sanctioning sufficient amount for the construction of second bridge over river Mahanadi, Kathjodi and Kuakhai. My requests would be to complete the construction in a time bound manner.

The survey report of Talcher-Gopalpur Broad gauge Rail link has already been submitted to the Ministry of Railways and it has indicated a favourable rate of return. The recent thrust of industrialisation with setting up of steel, power and Aluminum plants there is a requirement of a dedicated Railway link between Talcher to Gopalpur for export and import of raw materials and finished products. Moreover Gopalpur port is being developed to an all weather port. I would urge upon the Government to accord sanction to this new line.

With the rail-bus experiment proving to be—immensely successful on the Cuttack-Paradip route, there is a need to introduce similar rail-bus services between Cuttack to Puri. Some long distance trains from Orissa, specially Bhubaneswar-Bangalore Express, Bhubaneswar-Kurla Express and Puri-Tirupati Express be provided with pantry car services. There is no direct train from Sambalpur to Allahabad. A new train from Sambalpur to Allahabad via Ranchi and Gaya will enable the people of northern part of Orissa to visit these places of pilgrimage.

A new link has been provided between Bhubaneswar and New Delhi via Keonjhar after 155 km long Baitari-Bansapani railway network has become operational. Raw materials heading for Paradip Port from Bansapani, Barajamunda and loading points like Jaroli, Nuagarh and Keonjhar no longer have to run via Tata nagar and Kharagpur. This is saving time and has helped railways in increasing the loadability factor and wagon turnaround. This single line project work took 14 years to complete. Necessary steps be taken to ply passenger trains on this line at the earliest.

Frequency of Rajdhani Express to Bhubaneswar be increased as the number of passengers have gone up five fold. There is a growing demand to increase the frequency to four days a week and another day Rajdhani should ply via Sambalpur, Rourkela and Ranchi. Bhubaneswar-Sambalpur Inter City train should pass through Cuttack station as large number of commuters are from Cuttack. Before concluding I must mention that despite commendable progress on expansion, the Railways has often been hijacked by the vested interests. Railway Ministers invariably tend to locate projects on political considerations rather than on the need and viability basis. In some specific states the Railways' ongoing projects, notoriously delayed, leading to massive cost overruns, should be monitored closely at the top level and those responsible for unwarranted delays must be held responsible. Why can't the food be improved? Why can't cleanliness be the main priority of the Railways? Many would not mind paying a little extra provided the journey is comfortable and secure and they reach their destination in time, I urge upon the Government to improve services and make rail journey safe and secure.

*SHRI FRANCIS FANTHOME (Nominated): Sir, I would like to commend the Railway Budget 2007-08 for its comprehensive addressal of the diversity of concerns. Be it in the sphere of passengers amenities, reduction of fares for the common people, modernization of the Railways, enhancement of the freight carriage, and the construction of the freight corridors to enhance the effectiveness of the Railways and to increase efficiency. Sir, the profit earned by the Railways of 20,000 crores during financial year 2006-07 is unparalleled. In the past years the common people would wait for the Railway Budget with anxiety and concern as it would raise fares and freight charges and consequently burden them financially. Over the past three years there has been no increase of fares giving much relief - a commendable feat by any standards.

I would also like to commend the Railways for the steps they have taken to improve safety, security, cleanliness enhance and improve services, exhibit greater commitment to the concerns of the people and be accountable for prevailing shortcomings.

The Railways under Hon'ble Shri Lalu Prasad ji has undergone tremendous transformation. He and his

*The speech was laid on the Table.

colleagues Hon'ble Shri Velu and Hon'ble Shri Rathwa have our appreciation for the great services they have been rendering to the nation.

I would particularly like to thank the Hon'ble Minister for prioritizing the completion of the Nagapattinam - Velankanni rail link that would enable millions of pilgrims to visit Velankanni. The people would be greatly benefited when the project is completed by 2009. It is the pro-people and grass-root sensitivity that has been the hallmark of the Railways and I would like to commend the U.P.A. Government led by Hon'ble Dr. Manmohan Singh ji for his shift.

With these observations I would like to support the provisions made in the Railway Budget.

SHRI PRAKASH PARANJPE (Thane): Mr. Chairman, Sir, I am sorry to say that the Cabinet Minister of Railways is not present in the House but two Ministers of State are sitting here and out of that, one is chit-chatting with the other colleague. He is not attentive to what we are speaking. If the Ministers are not attentive to what we speak in the House, then there is no point in expressing our thoughts in this august House. So, I would request the hon. Minister of State for Railways to be attentive to what we say and what we want from his Ministry.

A number of people have demanded a number of things for their respective constituencies. I would like to say that I come from a constituency which is the second largest constituency of Hindustan consisting of 35 lakh voters, out of that, 70 per cent voters are traveling by train. It is nearby Mumbai. We say that Mumbai is the capital city of our country. But what facilities are you giving to the travelers who are traveling in lakhs of numbers in the trains? When I am asking for some facilities just like foot over-bridges on the stations, additional windows, RoBs, etc. I am not asking for a single farthing from the Ministry to complete that. I am sorry to say that in the last four years, I have given a number of proposals from my constituency where the revenue of the Railways will increase. When I wrote in 2001-02, I was told that I have to wait for some period because the Railway Land Development Authority is coming into force. That authority has come into force on 13th August, 2005. For the last two years, I am pursuing the matter with the Chairman, Railway Board, as well as with the Minister of Railways but unfortunately nothing has taken place.

In my constituency, there is an area known as Bavan Chal. It is near Thakurli between Dombuli and Kalyan. We have 47 acres of land there. On that land, we have got quarters which are scattered. I had given a proposal for that plot. On that land, in one acre, the Railways can construct 40,000 square feet. Out of that 47 acres, seven acres land can be kept for the quarters and on the balance 40 acres, if the Railways construct the commercial and residential complexes, I want to say here that a minimum of Rs.150 crore will be the additional revenue to the Railways. But for the last two years, nothing has happened and the only reason is that the officers in this Land Development Authority are only running the paper horses because they do not know the ground reality which I am telling. So, I also invite you to come there and watch it.

SHRI R. VELU: The Land Development Authority has come into force only two months ago. The Bill has been passed but the Authority has not been constituted.

SHRI PRAKASH PARANJPE: That is why, I want to suggest that by having more Authorities, you are centralizing the work. If you can decentralize the work and give power to the GM of our area, we can contact him once a month, at least, and the things will develop in a faster way. For the last four years, I am asking you to increase your revenue by completing this project but nothing has happened. Should I take it in that way that because I am from the Opposition Party, my proposals will not be accepted? But I do not think so though the results are like that. When I am giving a suggestion and I am not asking for a single farthing from your Ministry, why do you not do it? I can generate funds from my constituency but so far nothing has taken place.

There is another area where Chola Power Project is located but this is closed down for years together. Do you know how much land is available? It is 350 acres of land. As you know, in Mumbai, there is Essel World. On the same lines, this area of 350 acres could also be developed which will fetch you not less than Rs. 1000 crore.

When I am giving proposals where additional revenues could be generated for complying with the needs of the people, the Ministry of Railways is not paying any attention to that.

Here, I would like mention about one more point, though that is not directly related to my constituency.

[Shri Prakash Paranjpe]

There is a workshop in Parel which is spread over a land of around 13 acres. In Diva, in my parliamentary constituency, there is an unused land spreading over around 100 acres. If the workshop now located at Parel could be shifted to that place and on that land if residential and commercial complexes could be built, then the Railways could fetch no less than Rs. 400 crore. So, my first proposal, if considered, would fetch the Railways around Rs. 150 crore. My second proposal, if considered, could fetch the Railways a sum of Rs. 1000 crore. My third proposal, if considered, could fetch the Railways a sum of Rs. 400 crore. Now, there is a rule in the Railways that out of the total revenue earned from a constituency, 50 per cent of it should be spent in the same constituency. So, I would be thankful if the hon. Minister could consider expediting this process of considering my proposals, rather than waiting for the Land Development Authority to take a view on this matter. I would request the hon. Minister to give the powers to the General Manager concerned to complete the process. The Railways can make commercial use of these lands that are of no use to them at the present moment. I would only request the hon. Minister to expedite the process of consideration of my proposals that I am putting before him.

The other proposal that I would like to make is that the number of cars in Mumbai are increasing day by day and there is scarcity of space for parking of cars. I would like the hon. Minister to consider if the Railways could allow construction of some portion of the air space on the railway tracks for parking of the vehicles, then that could help in fetching them certain amount of revenue. This is a big problem in Thane. There is no space for car parking. Now, can the Railways permit using the air space on the railway track for parking of the vehicles? All these that I have said are in the interest of the Ministry which would help in increasing their revenue. I would be much thankful if immediate action is taken in this regard.

I have another proposal to put forward to the hon. Minister. There has been a demand for a new railway track between Kalyan to Ahmednagar. It is a stretch of 200 kilometers. The feasibility report has already been submitted by the General Manager concerned. It's a profitable route. What I would like to suggest is that in our country we have private airlines, private power projects and to an extent, even we have private shopping centres as well, so could the Railways think of privatizing this entire route. What the Ministry would have to do is to give an advertisement in the paper saying that the route

between Kalyan to Ahmednagar is being proposed to be opened to private entrepreneurs and interested parties to suitably develop this route under the technical guidance of the Railways may contact the Railway administration. I am sure, if such a thing is done then this route could be developed within a span of just three years. Moreover, I would like to submit that for this proposal, the Minister of Agriculture, Shri Sharad Pawar has shown his keen interest. I have received a reply from the Ministry saying that the matter is being looked into. It is a very typical answer to say that the matter is being examined and all that. I received that letter years back, but nothing concrete has taken place. I would be thankful to the hon. Minister if he could think of ushering in a new era by running railways by private parties. All that the Railway Ministry needs to do is to give a public notice saying that the Railways are interested in giving this route to private entrepreneurs and if interested parties approached the Ministry, then the Ministry was willing to give that job to that party under the supervision of the Railways. The Railways would not have to spend a single farthing for this.

Sir, I have a few small demands of my constituency, like opening of new ticket counters and of course, importantly starting a shuttle service from Thane to Kasara and Thane to Karjat. This entire area is an industrial area. Trains coming from the Chatrapati Shivaji Terminus are fully loaded and people find it extremely difficult to get down at the Thane station. They have to jostle for space to get down at the Thane station. This matter though had been discussed, but nothing has been done. So, my request to the Railway Minister is if he could start a shuttle service keeping in view the shift timings of the industrial workers from Thane to Kasara and from Thane to Karjat.

I would also like to mention here about one funny thing.

Previously, trains going to Pune were not halting at Thane. Now all the trains halt at Thane. So, I wrote to the concerned Member Secretary that monthly passes should be issued from Thane to Pune. A typical answer which I got was that the present railway rule says that for any distance more than 150 kilometres, monthly passes cannot be given. Now this distance is 152 kilometres. For monthly passes, you get money in advance. For such a small thing, the officer is writing to me that this cannot be done. Thousands of people travel everyday from Thane to Pune. What is wrong if you start

[Shri Prakash Paranjpe]

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issuing monthly passes from Thane? It is such a small issue. I hope you will give a direction immediately to the concerned officer to start issuing passes from Thane to Pune. Otherwise, people have to get two passes and having two passes, people from Thane cannot board an express train. They have to travel in a local train from Thane to Kalyan, cross the bridge and come to Kalyan to get a through train. It is such a small job. I hope instructions will go today itself for giving passes from Thane to Pune.

In my area, all the Corporations have got sufficient funds. They want to develop the area nearby the stations. But the land does not belong to the Corporation. So, they need your NOC. For the last five years, four or five proposals are lying with the Board. They want to develop a garden at Bardapur station. At Amamath there is a *nallah* and all the rickshaws are standing on the road. We suggested that we put a slab on the *nallah* so that rickshaws can be halted on it and the road will become clear. For the last four years, the Railway Board authorities do not have time to look into small things. That is why, I am suggesting you that powers of development where revenue increases and where facilities can be given to the public should be given to the GM instead of the Railway Board because sitting in the air-conditioned rooms, they do not know the ground reality.

A train from Matheran was started in 1907 and we have completed 100 years of the running of the train. It is taking only two trips in a day. The Council of Matheran is requesting you to permit them to start shuttle services in that area of four kilometers because there is Dasturi Point there. To that Point, people come by road because cars are not allowed to be taken inside Matheran. It is four kilometers walking distance.

MR. CHAIRMAN: Please conclude.

SHRI PRAKASH PARANJPE: Sir, I am the only Member from my Party to speak. Please do not stop me. I have got only three points to mention.

MR. CHAIRMAN: If you go on like this, then we will not be able to complete the discussion today. Please conclude so that other Members also will get a chance to speak.

SHRI PRAKASH PARANJPE: You are not allowing me to speak. I am the Member of the largest constituency. As I said in the beginning, 70 per cent of our people

travel by trains. I am not asking for any funds from the Railways. I am only suggesting them ways to increase their revenue.

The Matheran Municipal Council has requested to give permission to start shuttle service from Dasturi Point to Matheran station which is four kilometers at their own cost under your supervision. I will be thankful if you could permit them as early as possible. The proposal will be coming within a very short time.

The Konkan Railways are being run. The Konkan Railways are not providing services to areas like Dapoli, Ambet and Mandangadh. I request you to make a survey for a route from Vir to Madangadh to Dapoli and again connecting it to Ratnagiri so that the entire taluka will be covered by business communications.

One train is running from Chattrapati Shivaji Terminus to Andhra Pradesh, namely, the Konark Express. While coming from Andhra Pradesh, it is halting at Thane but while going from CST to Andhra Pradesh, it does not halt at Thane. Thousands of people from Andhra Pradesh are staying in my constituency. They have made a request to me to successfully convince the concerned Minister in my speech to issue a direction for halting Konark Express—1019 at Thane.

I will be grateful if you implement these proposals. If you implement these proposals, it will fetch additional revenues to the Railways. If the proposals, given by us, are not entertained properly, if such proposals are not encouraged properly, then you cannot give service to the commuters. Every day 25 lakhs of people are traveling from my constituency.

[Translation]

*SHRI MUNSHI RAM (Bijnor): Mr. Chairman, Sir, while congratulating the hon'ble Minister of Railways for having presented the Budget, with great disappointment, would like to say that the hon'ble Minister had paid no special attention to Western UP, a part of north India in his last four Budgets. This area, too, has some problems and I, through letters and also through this House had projected those problems to him but I always got disappointing replies stating that the demands are not feasible. I am well aware of the needs of this area and the sentiments of public. The public has elected and sent us here and

*The speech was laid on the Table.

[Shri Munshi Ram]

not the officer of his Ministry who prepare the report as not feasible. The public has sent us here so that we could raise their demands. For example, I had made requests several times for providing stoppage of two trains, namely 5209/5210 Jansheva Express and 5211/5212 Jannayak Express at my home town Nagina, a tehsil headquarters under district Bijnor. I had also put this demand through this House also. But, to my dismay I got a reply in negative.

In addition to it, there was also a demand for providing stoppage of Haridwar-Allahabad Express (4315/4316) at Nagina. Small scale handicraft units are located here. The artisans and other businessmen of this area have to travel on Moradabad-Saharanpur route often. Therefore, in view of it, there is an urgent need of providing stoppage of these two trains at Nagina.

Majority of minorities and other businessmen do their business or work as labourers in Mumbai, Ahmedabad, Gujarat, Chennai, Kochin and in Andhra Pradesh. They often travel from this area to western and southern areas. But, unfortunately, there is no direct train from here to these two areas and ultimately they are forced to travel via Delhi. On the one hand the Government are committed to decongest station in Delhi and on the other hand the Government is not ready to realize that people are forced to travel to Delhi unnecessarily. For the benefit of this area, I had demanded that a diversion on Maujampur-Gajrola line may urgently be constructed at Maujampur, Narayan Jn of Hawrah-Jammu Tawi main line. It will facilitate the traveling of passengers from Dehradun, Haridwar to western-southern areas. But no mention has been made in the Budget in this regard.

The time of 4043/4044, Kotdwar-Delhi, Garhwal Express, which passes through this area is suitable only for the passengers of Uttarakhand. If a train from Najibabad to Delhi at 6 A.M. and another at 7 P.M. from Delhi to Najibabad is started, it would immensely benefit the common men as well as traders of this area. It will also benefit the railways.

NH-74 which connects Dehradun, the capital of Uttarakhand, to Nainital where the States High Court is located, crosses Najibabd, Nagina near railway station. VVIP and VIP vehicles ply on this road. Both railway crossings face traffic jams because of dense traffic on this route. I have been demanding for an over bridge at NH-74 to overcome this problem. But unfortunately no mention has been made with regard to it in the Budget,

whereas 32 new trains, 8 Garib Rathes have been announced, 23 trains have been extended and frequency of the 14 trains has been increased but no new train has been announced for the benefit of passengers of this area. This area produces abundant quantity of wheat, rice, sugar and contributes to a great extent to the revenue of Central and the State Government as well. Are the people of this area are not an integral part of India? Have these people no needs? I urge the hon'ble Minister not to neglect this area. While congratulating him again, I conclude my speech.

*SHRI RAM SINGH KASWAN (Churu): Sir, in the railway budget 2007-08, presented by hon'ble Railway Minister, Shri Lalu Prasad Yadav, an effort has been made to provide relief to the common man. New measures have been taken to increase the volume of transportation and passenger traffic. The Government have made an announcement for starting 40 new trains out of which eight are 'Garib Rathes'. Besides, a decision has been taken to provide better facilities to the passengers travelling in general coaches. However, the hon'ble Minister in his budget speech, has not given any assurance with regard to railway security. He has not mentioned anything about railway level crossing though it is a burning problem of rural areas.

I would like to draw your attention towards the following problems of my parliamentary constituency Churu, Rajasthan. It is necessary to solve these problems in the public interest.

I am thankful to the hon'ble Minister for considering the long pending demand of my constituency and making a provision of Rs. 160 crore in the current Financial Year for gauge conversion from Sadulpur to Rewari and from Sadulpur to Hissar. An additional amount of Rs. 173 crore will be required for this purpose. Therefore, I would like to request the hon'ble Minister to make an additional provision of Rs. 173 crore for the said region so that this work can be completed in this financial year itself. Besides, I am also thankful to the hon'ble Minister for making arrangement of Rs. 50 crore in this budget while giving approval to the gauge conversion from Sadulpur to Bikaner and from Rattangarh to Degana route. The MPs of Rajasthan, political and social organizations had been demanding gauge conversion of said railway line since long. I would like to request the hon'ble Minister that sufficient funds should be allocated for gauge conversion of entire section so that this work can be completed in the next two years.

Besides, the hon'ble Minister of Railways has also given assurance of gauge conversion of Churu-Sikar-Jaipur railway route. I request that funds should be allocated for this also and the work may be completed so as to provide relief to the people. Similarly, gauge conversion of important railway route of this region i.e. Rattangarh-Sardarshehar and Ganganagar-Sadulpur is also necessary. Without completing the gauge conversion of this entire region, the above-mentioned gauge conversion will remain incomplete.

There is an urgent need to man railway crossing at the following places in my parliamentary constituency Churu. There is a stretch of 450 kms of railway line in my Parliamentary constituency in which there are only 24-25 are manned railway crossings. This is not at all sufficient. The age old pedestrian tracks are no more in use. However today everyone has his own conveyance, be it camel cart tractor, jeep etc. In the absence of railway crossing, you can imagine how these rural folk may be crossing the railway line. The people of these villages are facing a lot of difficulties in the absence of railway crossings. Previously, a sum of Rs. 58 lakh was released for construction of manned railway crossings but now a fund of more than Rs. 1 crore has been released to the State Government which still seems to be logically inadequate. Therefore, it will be pertinent in public interest and safety to provide for the construction of the following manned railway crossings in the current budget.

Across the railway track running from Loharu Junction to Churu Junction: Near the outer signal, on the eastern side of Parvezpur to Rampura station on the Nyangal road, on the road connecting Guglava-Rampura at the western side of Rampura station, near the Bewad-Bhojaan halt station, on the eastern side of Harpalu-station across Harpalu-Kalri road between Harpalu station and Sadulpur junction across Kandhran-Radwa road, at the eastern side of Hadiyal station on the road running between NH-65 and Jaipuria Patta, across the Kalodi road on the Western side of Hadiyal station, between Hadiyal station and Dudhwakhara station across the road running from Hadiyal village to Tumkor Sadak, Between Aaslu station and Churu station.

At the Hissar railway track running form Sadulpur station to Jhumpa station: on the road running from NH-65 to Lutana Sadasukh, across the road running from NH-65 to Lutana Purna, on the road running between Lasedi to Mithi Raduwan and NH-65 to Indasar.

On the railway track running from Sadulpur Junction to Hanumangarh Junction: Across the road running from Gulpura to Paharsar, Chubkiya Taal to Digarala, Narvasi to Khyali and on the stretch of road between Sidhmukh and Bhadra Sadak near Dhani Chhoti village.

On the railway track running between Churu-Rattangarh—Bikaner: There is a need to construct an underbridge near Payali bridge located on the Western side of Molisar station since half of the population of this village is inhabited on the (other) northern side of the railway line. In the absence of a manned crossing at this location, the rural folk have to suffer heavy loss of life and property. There is also a need to construct manned railway crossings on the road adjacent to Biggabas Ramsara village located between Bigga station and Shridungargarh, on the road of Jaisalsar village between Biggha station and Shridungargarh, on the NH-11 Hemasar road between Benisar and Shridungargarh, on the Dulchasar to Kotasar stretch of road between Sudsar station and Benisar station.

On the Rattangarh junction to Didwana railway line: Need to re-open the closed down unmanned crossing near Padihara Gram adjacent to Bhojasar village at the cattle crossing 46 D located between Balsamund and Sanwrad.

Besides: a survey has been conducted regarding the feasibility of railway routes from Sikar to Nauka via Salasar, Bidasar, Sandwa; Churu to Nohar via Taranagar; Sardar Shehar-Hanumangarh; Bhiwani to Churu via Pilani, Malsisar. I request the Government to accord sanction to the above projects and allocate necessary funds in public interest.

The stoppage time at Degana of train No. 2307/2308, which runs between Dawda-Jodhpur, should be made 5 minutes instead of 2 minutes and Tram no. 5631/5632 should be provided stoppage at Degana.

A new train should be introduced between Degana Junction and Bikaner Junction which should start from Degana in the morning and reach Bikaner in evening and then again start from Bikaner to Degana in evening so as to provide relief to the rural people of this region.

Besides a new train should also be introduced between Ganganagar and Jaipur which should depart from Ganganagar to Jaipur in morning and around 2.00 p.m. it should again depart from Jaipur for Ganganagar.

[Shri Ram Singh Kaswan]

The Bikaner-Churu Passenger train should be extended upto Sadulpur Junction.

New Halt Stations: There is also an urgent need to accord sanction in public interest to the construction of Anandvasi halt station on Rattangarh—Sardar Shehar line, Jaisalsar halt station between Bigga and Shridungargarh station and Benisar halt station between Shridungargarh and Sudsar.

Even today computerized railway reservation facility is not available at Laadnu and Shridungargarh stations of my parliamentary constituency Churu. Since both are important regions, I request that P.R.S. facility should be provided at both the stations in public interest.

'Railway Parcel Service' has been withdrawn at Sardarshehar and Shridungargarh, hence it is necessary to restore it.

SHRI BHUVANESHWAR PRASAD MEHTA (Hazaribagh): Mr. Chairman, Sir, at the outset I would like to extend my felicitations to the hon'ble Minister of Railways for the profit earned by the Railways to the tune of Rs. 20 thousand crore in the last three years and also for allaying the fears of the commonman by not increasing the fares during the last three years. He has rather given certain concessions in the railway fares. I would like to congratulate him for the profit earned by the railways from which bonus would be distributed to the railway employees and which would also boost their morale.

Mr. Chairman, Sir, however I have certain reservations in regard to the introduction of new trains and laying of new tracks which display lack of uniform approach towards all the States. Certain States have been discriminated against. The railways earned a profit of approximately Rs. 20 thousand crore which should be utilized for improvement and development of the railways. The damaged railway racks should be repaired. The signal system of the railways should be improved and safety measures should be strengthened so as to avoid train accidents.

There are 14 lakh employees including officers working the Railways and new projects have been undertaken, however the number of workers is decreasing day by day. This is quite contradictory that on one hand new schemes and projects have been undertaken and on the other the number of workers is being reduced.

The Hon'ble Minister of State is present here. I would request him to increase the number of workers in the Railways. During reply to a question asked by Hon'ble Basudeb Acharia ji he said that only those schemes would be completed in which 60 percent work has been started. In addition to them those schemes would be completed in which States have given 50 per cent contribution. Mr. Chairman, Sir, the schemes which have been started by them should be completed on a priority basis.

I belong to Jharkhand, 8 schemes were launched there 8 years ago. I regret to say that none of the schemes has been completed. Not more than 25 per cent work has been completed in any of the schemes. If this would be the system then none of the schemes would be completed in Jharkhand. The State of Jharkhand gave two-third share in the 8 schemes which were launched 68 years ago however despite one-third expenditure borne by the Railway Board the work of railway line has not been completed. The Jharkhand Government gave all the funds that were sought. Hon'ble Minister of Railways had stated that all the stalls that of catering and others would be reserved for people belonging to the Scheduled Castes and Scheduled tribes, handicapped persons and widows, however even the stalls that were already allotted have been removed. Entire catering is being entrusted to Indian Railways, Catering Tourism Corporation Ltd. All others are being removed.

Hon'ble Minister had announced that separate coaches would be arranged for people belonging to the Scheduled Castes and Scheduled Tribes, handicapped persons and widows.

I would like to tell the hon'ble Minister of Railways that Jharkhand has been completely neglected in this Railway Budget. After the Railway Budget on the 26th, we, all the Members from Jharkhand met the hon'ble Minister of Railways at 2 O' clock on the 27th and asked him not to discriminate against Jharkhand, since it is a State that earns maximum income and revenue for the Indian Railways. Three years have elapsed and work on not even a single Railway line has been started. No survey for a new railway line has been conducted, rather the work of laying the tracks that was started earlier is not being completed. This is how discrimination is being done. There are three divisions in Jharkhand-Dhanbad, Ranchi and Chakradharpur. Hazipur is the headquarters of the Dhanbad Division. Chakradharpur and Ranchi South Eastern Division of the Railways is in Kolkata. The people of Jharkhand can neither go to Hajipur nor Kolkata. So

we had requested the hon'ble Minister to create a separate zone in Jharkhand with headquarters at Ranchi after merging these three divisions.

Sir, Ranchi is my parliamentary constituency. It is also the capital of Jharkhand. There is a stock godown of the Indian oil near Ranchi road. Accidents frequently occur there. So I spoke to the hon'ble Minister and wrote him and also spoke to the Chairman, Railway Board and warned them of a major casualty in case some accidents take place there. I told the hon'ble Minister of Railways as he has been to Hazaribagh and Ranchi several times that if some day a train collided with a tanker after getting detailed then there would be a major mishap and the loss of life and property would be in lakhs. So it is my request that it should be completed. Coal India has given them Rs. One hundred crore for Hazaribagh to Kuchanaba line. The Coal India Ltd. deposited the amount two years back, however land has not been acquired till date. What to talk of commencement of work even the land has not been acquired as yet. Out of the people who used to work as vendors and helpers in the Railways. The vendors have been absorbed while the latter are sitting idle. Our leader Shri Gurudas Dasgupta ji and we met the hon'ble Minister. We requested him that thousands of people who used to serve as helpers and in the Railway canteen have been rendered jobless. He had assured us that they would be absorbed and he had also asked the officers to absorb them, however, those thousands of people are suffering even today. I would urge the Hon'ble Minister of Railways who is not present in the House and hon'ble Minister of State in the Ministry of Railways who is present here that he is looked upon as the saviour of the poor. Thousands of people who used to work as helpers of the vendors, be it in Kharagpur or in Jamshedpur or in major stations, are sitting idle. I would call upon him to absorb them because the Railways too has a shortage of workers. ...(*Interruptions*)

[English]

MR. CHAIRMAN: Please conclude your speech, you can lay rest of your speech.

[Translation]

SHRI BHUVANESHWAR PRASAD MEHTA: Mr. Chairman, Sir, please give me two minutes time, I would conclude my speech.

I would like to read out the letter written by all the M.Ps from Jharkhand to the Minister of Railway.

Dhanbad-Ranchi-Chakradhar division should be merged into one zonal headquarteres at Ranchi. The incomplete work of all the eight railway lines from Kodarma to Ranchi via Hazaribagh, Kodarma to Giridih should be completed expeditiously. All the districts falling under Dumka Block should be provided rail connectivity.

A railway line should be laid from Ranchi to Jhaso Goda via Khututi Simdega. New railway lines should also be laid from Lohardaga to Korba via Gumla, Tatanagar to Ranchi, Hansdiha to Godda and Lohardaga to Rourkala, Gumla, Simdega.

[English]

MR. CHAIRMAN: You can lay it on the Table of the House. Why do you read it?

...(*Interruptions*)

[Translation]

SHRI BHUVANESHWAR PRASAD MEHTA: I am the sole Member of my party to speak.

[English]

MR. CHAIRMAN: You have taken double the time allotted to you. One more Member is there from your party to speak. His name is in the list. Two names have been given from your party.

[Translation]

SHRI BHUVANESHWAR PRASAD MEHTA: I lay the remaining part of my speech.

[English]

MR. CHAIRMAN: You give it to them. It would have been far better had you done it earlier.

[Translation]

*SHRI BHUVANESHWAR PRASAD MEHTA: I would request the hon. Minister to include the said works in the Budget. A railway line should be laid from Jasidih to Pirpetti via Godda. Lohardaga to Rourkela, Gumla, Simdega. The incomplete work of Wahwadih-Bhandriya-Ambikapur-Cheri Mitti should be completed. A railway line should also be laid between Kandra and Naam Kum.

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

Operation of new railway line: A new EMU train should be started from Dhanbad to Barkakana. A DMU should be run from Jamsedpur to Badwil via Chaivasa (Orissa) and also from Jamsedpur to Rourkela. A new train should be started from Bokara to Bhojudih via Puralia; Gadhva to Bhavnathpur, from Vaidyanath Dham to Aasansol and also from Patna to Aasansol. A new mail train should be started between Dhanbad to Surat, Ranchi to Darbhanga. A new train service should be started between Ranchi-Bokara-Durgapur, a direct service should be provided between Nagpur-Raipur-Ranchi and Ranchi-Ahmedabad via Rourkela, Nagpur and Surat and a new train from Ranchi to Hyderabad and Ranchi to Pune should also be started.

Extension of trains: the frequency of Ranchi-Rajdhani Express should be increased to daily. For four days, it should run via Kodarma-Gaya and for three days via Badka, Kana, Gadhva, Palamu and Ranchi, Rajdhani Express should be provided stoppage at Badkakana Junction. Hazaribagh and Sealdah Rajdhani Express at Kodarma Station. Purushotam-Hawrah-Jodhpur superfasts should be provided a stoppage at Hazaribagh Road, Vikramshila Express should be extended upto Sahebganj from Bhagalpur. Shaktipunj-Shramjivi; Tata-Hatia-Pathankot-Jammu Tawi Express and Jharkhand Swarn Jayanti Express should be provided a stoppage at Rai. Ranchi-Ajmer Sharif train should be run twice a week. Mumbai Mail should be run via Jasdihi-Madhupur-Patna once a week. Mahabodhi Express should be extended upto Dhanbad from Gaya. Farakka Express including other Express trains should be provided stoppage at Mirzachowki. Ganga Damodar Express should be extended upto Buxar. The frequency of Tata-Jaswant Nagar Express should be increased to four days a week. Howrah-Tatanagar Badwil Jan Shatabadi Express should be provided a stoppage at Kendapothi. A new mail should be started between Tatanagar-New Delhi via Raourkela, Bilaspur. Bhuaneshwar-Ranchi Garib Rath should be extended upto Delhi and the EMU should be extended upto Chakulia. The frequency of Hatia Lokmanya Tilk Super Fast Express via Nagpur should be increased to twice a week. Hatia-Jaswantpur train should be run daily. Hatia-New Delhi via Goma Swarnjayanti Express should be run daily.

Construction of overbridges and level crossings: An overbridge should be constructed on railway crossing located in front of Kodarma Station and at Badharva. An overbridge should be constructed at Naam Kum station

on Tata Road and another on Chaivasa-Chakradharpur route. There is a need for construction of a railway crossing at Jhagrivor on Gomo-Chandrapura line, a plam overbridge on Rai station, another one at the crossing of Maskedih village on Hazaribagh-Kodarma railway line, construction of a railway halt at Digwar on Ranchi Road-Chainpur siding route under Hazaribagh district and a stoppage of passenger and goods trains at this place may be provided. An overbridge should be constructed at Gomo and also at Chaibasa on Chaibasa-Tatanagar Road.*

*SHRI SITARAM SINGH (Sheohar): I support the historic Budget presented by the hon. Minister of Railways and make the following suggestions in public interest.

- (1) Motihari-Chiraiya-Dhaka Sheohar line has already been approved and funds have been allocated, but no work has been started so far. Order may please be given to start the work on the said line.
- (2) Action may be initiated to complete the conversion of Darbhanga-Sitamarhi-Narkatiaganj rail line into broadgauge. Now work is going on at Darbhanga-Sitamarhi stretch. It would not benefit the public. There is a need to extend it upto Narkatiaganj.
- (3) Mohim halt on Sitamarhi-Barganiyan route should be upgraded to a full-fledged station and a station should be constructed here.
- (4) For the convenience of passengers a halt should be provided at Vamangava on Sitamarhi-Barganiyan line.
- (5) The work of pending Motihari RoB and railway crossing on Ruxol-Hazipur-Ekhara line should be completed.
- (6) A survey should be conducted for Chakia-Madhuban-Fenhara-Piprahi-Barganiyan via Pumea line.
- (7) A road should be constructed on Motihari West side where Gandhiji's statue is erected.

SHRI KASHIRAM RANA (Surat): Mr. Chairman Sir, I express my gratitude to you for providing me an opportunity to speak. Had the hon. Minister of Railways

*The speech was laid on the Table.

been present in the House, I would have given him a compliment albeit not for the Railway Budget. The hon. Prime Minister and the U.P.A. Chief Smt. Sonia Gandhi were present in the House when the Railway Budget was presented in the House when the Railway Budget was presented in the House by him. At that time, hon. Lalu Prasad ji gloated in self-glory that even in the wake of price rise, he kept the railways cheaper, meaning that even if the prices were skyrocketing during the regime of the U.P.A Government he was careful enough not to burden the commonman by increasing the railway fares. There are undertones of criticism of the U.P.A. Government in view of price rise and his self-praise for which I would like to compliment him. Today he is not present here. It has been stated that the hon. Minister of Railways has not made any increase in the fares. We know it is all presentation. Whenever Railway Budget or General Budget is presented the commonman is made to feel as if there were no tax burden on him. He is perplexed, however later on he understands the burden of tax imposed on him. The hon. Minister of Railways declared fast trains as super fast and charged the passengers for super fast fares while making no change in their actual category. From whom these fares were charged? These were indirectly charged from the commonman and these indirect fare hikes are never discussed. So, the manner in which he increased the fares eventually burdened the passengers.

If a commonman travelling without ticket in a train is caught, he is fined Rs. 250. Once I was travelling in a train where a commonman was caught by the T.C. The poor man had a wrong ticket. He was doubly charged and a penalty of Rs. 250 was imposed on him. He did not have money so the fellow passengers contributed to pay the penalty. It is not a small issue, common man cannot express the anguish he undergoes. So, why the penalty is of Rs. 250? It has gradually been increased. I request the hon. Minister of Railways to reduce the penalty.

A provision has been made in the budget. He is found to be reiterating that he has given Re 1/- relief to the passengers of second class. He claimed that he introduced 'Garib Rath' for the poor. It was a welcome step. However, the poor are often forgotten as soon as one comes to power in the name of the poor. The funds flowing down in the name of the poor do not actually reach the poor. Similarly, how many poor people are actually going to ride the 'Garib Rath' is a separate issue. It is all right that Garib Rath was introduced for the

common people and they got a facility. However, the passengers travelling by the second class have actually been given Re 1 relief. It is not a farce. Whereas on one hand he charged Rs. ten to Rs. fifty from the poor passengers of super fast trains declared by him, and on the other hand he tells them that Re 1/- relief has been provided by him. It is a cruel joke with our passengers. Not even a beggar accepts Re 1/- these days. Even he seeks Rs. 5 so that he could eat one rupee relief is a cruel joke; if at all he has to provide some relief then he should give Rs. 5, 10 or Rs. twenty as concession in fares. Only then it would appear to be a relief. Otherwise by giving Re 1 relief he is telling the world that he is very charitable. He has earned Rs. twenty thousand crore and he is giving one rupees only. What does this mean? The hon. Minister of Railways is requested to review this Re 1 relief and provide such a relief which would at least make the poor passenger feel that they have actually been provided some relief.

Mr. Chairman, Sir, my friend Shri Ram Kirpal Yadav said that it was a wonderful budget. Justice has been done with everyone in this budget. I am surprised to learn how justice has been done to everybody. Perhaps he has been wrongly briefed. I would cite an example. He said five trains were introduced in Gujarat while hon. Lalu Prasad ji did not miss out anything in the budget and said there were three trains for Gujarat. One train is from Chhatrapati Sahu Maharaj Terminal to Kolhapur, Ahmedabad. Another train is like MEMU train on Vadodara-Melad route. It is not a very big train. Third train is Gandhidham-Palanpur. These trains have a good frequency. Three trains have been introduced while he says these were five. The trains crossing in between have also been counted as ours. I would like to state that the development of railways should be balanced across the country. This is not balanced growth, it is lopsided. Injustice has repeatedly been done with Gujarat. Our Minister of State hails from Gujarat. I would request him as to why is he tolerating this injustice? He can claim that Gujarat is the most developed state which earns more revenue, today Western Zone is the highest income generator. Besides, 70 per cent of the railway lines of the Western Zones pass through Gujarat. And what did Gujarat get? Only three trains.

Mr. Chairman, Sir, in addition to it only one train Sabarmati Express out of the 23 trains was extended up to Varanasi against the demand for extension of trains made. Provision has been made for a number of new projects in the budget; however, none has been given to Gujarat. 5 new lines with a length of five hundred

[Shri Kashiram Rana]

kilometres have been sanctioned, yet Gujarat has not got any. Our State government had requested for the survey of ten new railway lines to the hon. Minister of Railways but none of them has been included.

Similarly, frequency of 14 trains has been increased in the budget. However, frequency of only two trains for Gujarat has been increased. There is not a single railway line for Gujarat among the 18 new railway lines declared. Even in the case of gauge conversion there is none for Gujarat among the 17 new trains announced. Our State government had also made a demand. The Members from Gujarat had written to hon. Lalu Prasad ji, Shri Naran ji, we also met Velu ji and requested him to announce a train between Bharuch and Dehaj and also for gauge conversion between Patan and Samdari and Ahmedabad-Udaipur and Samdari. The State Government had sent a memoranda, however, none of our requests was included in the railway budget.

I had also demanded for doubling. You know that hon'ble Shri Naran Bhai also comes from a tribal area. There is single line from Surat to Bhusawal and nearly 15-17 south bound trains from Ahmedabad pass through this single track and it is on account of the single track that trains get delayed and become regularly irregular. Trains remain stationed at various stations for hours together. We are demanding for years for the doubling of track however, till date nothing has been done in this regard. They say that it is not commercially viable and they also show their intention to develop our tribal area. How will it develop and become commercially viable without laying the railway line? So, I would like to request that they should lay the line and the work of doubling of Surat-Bhusawal single track should be undertaken at the earliest. The demand of doubling of line should be fulfilled.

Regarding the freight corridor discussed here, the hon'ble Minister of Railways had announced that such freight corridor would also be set up in western side and would extend from Nehru Quadrilateral Terminal to Delhi. It is a commendable announcement, however, I would like to know as to by what time the project will be completed. A promise was made like lollipop that it will be constructed, however, there is no mention about the time scheme for completion, and the cost involved. My demand is that Kaila-Bhatinda rail line should be electrified at the earliest. If it is linked with the proposed freight corridor, it will give revenue to the Government and we will be able to provide all types of facilities there. There

is Hazira sea port in my parliamentary constituency where lakhs of crores of rupees have already been invested. A meeting was held to decide the linking of Hazira seaport with Mumbai-Delhi rail line and a decision regarding the allocation of funds was also taken; however, no action has been taken by the Railway Board or the Ministry of Railways in this regard. I would like that Hazira sea port should be linked with Mumbai-Delhi rail line as it will generate lots of revenue. It will further boost the development of all the industries located in and around Hazira sea port of South Gujarat. I would like to know whether it is Western Zone or Mumbai Division, 70 percent of rail tracks under the western zone pass through Gujarat. I would like to demand that the headquarters of western railway should be shifted to Ahmedabad from Mumbai.

Similarly, Mumbai Division is located in Mumbai whereas the railway tracks under Mumbai Division are in Surat and in its surrounding areas. Only 30 to 45 k.m. rail line is in Mumbai. Remaining lines are located in and around Surat. We have demanded that the railway division which is at present in Mumbai should be shifted to Surat. It is on account of this that the distance between Mumbai and Bhusawal which is at present 500 km. will be reduced to 200 km. Similarly, lakhs of people from Andhra Pradesh Bihar and Tamil Nadu, are earning their livelihood here especially in Surat.

People are employed in diamond and textile industries. I want that railway facility should be provided to them for their travelling. Those who live in U.P. want that direct train service should be provided upto Varanasi. Similarly people of Bihar want that direct train should be provided upto Patna. So, I would like to demand that train facility should be provided to those people of Bihar and U.P. who are generating employment in Gujarat. I hope that hon'ble Minister of Railways will fulfil our demand.

Mr. Chairman, Sir, Navsari Chambers of Commerce has demanded that the stoppage of Kamawati Express, Awadh Express and Ranakpur Express should be provided at Navsari and to which the hon'ble Minister has also agreed.

Mr. Chairman, Sir, while concluding I would like to mention one more thing. The people of South India especially from Kerala live in Gujarat but there is no direct train for South India. I would like to demand that the stoppage of Tiruvananthapuram-Nizamuddin Express

should be provided at Surat. Besides, the stoppage of Mumbai-Nizamuddin Sampark Kranti Express train passing through Surat should also be provided at the above station so that people may get better facility. There is a train from Valsad to Ahmedabad. I would like to demand that the said train should be extended upto Palanpur. It will provide train facility to lakhs of passengers.

With these words, I would like to extend my thanks to you that you gave me time to speak.

[English]

*SHRI SANAT KUMAR MANDAL (Joynagar): I heartily congratulate the Hon'ble Railway Minister for having presented 3 consecutive Railway Budgets without increasing the fares. Further for his turning the loss-incurring Railways into a profit making. It is a great achievement. It is really a pro-people railway budget.

I also welcome the introduction of number of Garib Raths, ATM facility, etc. Thrust is being given for safety and security aspects in the Railways. Provided freight reduction in number of essential items. All these measures would definitely benefit the common man. However, Railways is a Government entity and should not be profit motive only. But, if such profits are mainly re-invested for the completion of various ongoing projects as well as for providing new railway infrastructure, it would be good for the overall economic development of the country.

Sir, I am to mention here about the significance of the Sealdah—Canning line. It is the second railway line constructed in the country. Under Sealdah South Section, the doubling project of railway line between Sonarpur to Canning is going on. I thank the Hon'ble Minister for the completion of First phase between Sonarpur to Ghutiari Sharif. I further request that the Second Phase (Ghutiari Sharif to Canning) should also be provided with adequate funds for speedy completion of this project. Because, Canning is the gateway of Sundarbans.

Sundarbans is a group of islands. Consists the largest delta of the planet, dense mangrove forests, National Park housing wide range of wild animals especially the world famous Royal Bengal Tigers. Totally it is a scenic beauty being visited by hundreds of tourists from within the country and also from abroad. Sundarbans earns foreign exchange to the country.

Sundarbans is a rural area having all the administrative set ups at Kolkata. Moreover, Kolkata is the nearest business centre for the people of Sundarbans. Therefore, the people of Sundarbans ultimately have to reach Kolkata for all their day to day economy needs. However, the manifold increase in population of Sundarbans demands for more rail services and better amenities.

Canning is the gateway of Sundarbans. A large volume of vegetables and marine products, especially the Crabs, are being exported from this region through the Canning Railway Station. In all respects, Canning is the very important railway station in Sealdah South Section. The Railway Department had already declared the Canning as a Model Station.

However, there are a number of demands from the railway commuters of Sealdah South Section, which are as follows:

1. There is a proposal for extension of Sealdah - Canning Railway line upto Sonakhali. A survey was also carried out by IRCON. However, now extending the line upto Jharkhali, which is the tip of Sundarbans, will bring in more revenue to the Railways. Day by day, the tourists for Sundarbans are increasing but because of the absence of such facility, they are experiencing much hardship in taking up their journey. The extension of the Railway line upto Jharkhali will also play an important role in the socio-economic development of the people of the area. There are two bridges over the rivers Malta and Hogal in this proposed line. One bridge is already over and another is on-going. Therefore, the connecting the land area through railway line is only left. Therefore, it is suggested that a re-survey should be conducted and the project should be taken up for the benefit of Sundarbans tourists.
2. Construction of an Over Bridge at Piyali Railway Station in Sealdah-Canning line with level crossing facility for the smooth and safe moving of commuters and vehicular traffic;
3. Upgradation of Betberia Ghola halt station in Sealdah-Canning line into a regular station with all necessary passengers' amenities as the number of commuters to and from the station has increased considerably;

*The speech was laid on the Table.

[Shri Sanat Kumar Mandal]

4. Installation of a new railway station between Canning and Taldi stations for the smooth journey of the students of B.S. College, Tangrakhali and the local people as the population of the locality has increased to a greater extent. This area is thickly populated and most of the passengers are belong to this area under this Section.
5. A special train may be introduced from Sealdah to Ghutiari Sharif station on every Thursday evening and a special train from Ghutiari Sharif to Sealdah on the next day i.e. Friday considering the unusual influx of pilgrims for "Mazar" at Ghutiari Sharif;
6. Joynagar is a municipal town and commuters from different places around Joynagar avail trains from Joynagar Railway Station as transport facility is better at Joynagar. It is, therefore, suggested that the Joynagar Railway Station in Sealdah-Lakhmikanapur line should be upgraded and adequately renovated so that better amenities may be available to the passengers such as 'Pay & Use' toilet, waiting room facility, better drinking water facility.
7. Speedy completion of the First phase of the double lines in the Baruipur Lakshmikanapur line from Baruipur to Dakshin Barasat Railway Stations;
8. Augmentation of security arrangements at different railway stations and inside the railway compartments in view of the spurt in dacoities and other criminal activities;
9. Increase in number of trains in Sealdah-Canning and Sealdah-Lakshmikanapur sections.

Keeping in mind the alarming increase in passengers and the existing number of trains is inadequate to cope with the situation.

Therefore, I urge upon the Hon'ble Railway Minister to consider the grievances of the much neglected people of Sealdah South Section and provide adequate budgetary provisions and steps to implement the said demands of Sundarbans.

*SHRI VINOD KHANNA (Gurdaspur): The following are the demands of my constituency Distt. Gurdaspur. They are long pending and I hope this time you shall fulfil them.

District Gurdaspur Demands vis-a-vis Railways

1. Dhauladhar Express to be changed from tri-weekly to a daily train.
2. Stopage of Superfast trains Puja Express, Malwa Express and other at Mukerian station.
3. A full-length first class AC compartment to be attached in Dhauladhar Express.
4. Three-tier AC compartment to be attached to Dhauladhar Express.
Station of origin of Dhauladhar may be changed from old Delhi to New Delhi.
5. Changing the name of Chakki bank station to Pathakot Cantt.
6. Starting a daily Pathankot-Delhi-Pathankot Shatabdi Express.
7. Starting increased DMU service between Pathankot-Amritsar.
8. Provide stations at Parmanand, Jhakholari and Bharoli in Amritsar-Pathankot sector.
9. Construction of manned railway crossing at Mamoon, Pathankot and 7 other places in Gurdaspur.
10. Construction of ROB at Jhakholari.
11. Construction of Yatri Niwas at Chakki Bank station.

With regards,

[Translation]

KUNWAR MANVENDRA SINGH (Mathura): Mr. Chairman, Sir, I rise to welcome and support the railway budget presented by hon'ble Minister of Railways on 26 February. ...*(Interruptions)*

*The speech was laid on the Table.

[*English*]

MR. CHAIRMAN: You can place it on the table.

[*Translation*]

KUNWAR MANVENDRA SINGH: I would like to speak.

[*English*]

MR. CHAIRMAN: There are about 36 Members to speak from your side.

You must bear it in mind.

[*Translation*]

KUNWAR MANVENDRA SINGH: Rail Budget has drawn praise of the people belonging to all sections of society, whether they are labourers, farmers, the poor or those belonging to middle classes. Lord Krishna saved the Gopis' by lifting the 'Govardhan Parvat'. The hon'ble Minister of Railways has also saved the people. I congratulate both state Ministers of Railways, all Railway Officers, on my own behalf and on behalf of the people of country and this august House.

The hon'ble Minister of Railways deserves kudos for making railways profitable without putting any financial burden on the public. In comparison to profits of Rs. 14,700 crore last year, railways has earned a profit of Rs. 20,000 crore this year. After payment of dividend, the fund balance of employees was to the tune of Rs. 349 crore. There are 14 lakh employees of railways which have put in their hard work.

19.00 hrs.

He too has given incentive to rail employees in the form of dividend. I would make a further mention in this regard. A record-breaking performance in first nine months has been registered with the increase of 14 per cent in passenger income and 48 per cent in freight income during the first nine months. In view of the increase registered so far the revised estimates of the income generated by integrated freight cargo transportation is targeted to be Rs. 17400, Rs. 1726, Rs. 42299 and Rs. 63120 crore respectively, for which the Ministry deserves kudos. It has been shown that in comparison to last years, the transport income is likely to exceed the budget estimates by 16 percent and 55% respectively. They

deserve kudos for it and we also express our gratitude to them for this accomplishment.

Besides, one of the most noteworthy achievements is that probably for the first time in 150 years of glorious history of railways, its fund balance has risen to Rs. 16 thousand crore and return on capital employed would reach the historical level of 20 percent.

This would put Indian Railways in the list of those selective railway systems in the world whose operating ratio is less than 80 percent. But as hon'ble Minister said we are not happy with this achievement, we have to write a new story of development with zeal and enthusiasm of railway employees, and have to make progress. I congratulate you for this. Alongwith it, our performance in freight carriage has been commendable for the third consecutive year. An increase of around 60 million tonnes in loading has been estimated, which would make it an additional loading of 179 million tonnes during the three years tenure of UPA Government which is quite a significant achievement in view of the fact that this increase in additional loading is 120 percent of the total increase in additional loading achieved during the nineties. Just now, my hon'ble colleague has made a mention of employees in the House. I would like to extend my heartiest congratulation to the hon'ble Minister of Railways for paying bonus equivalent to 65 days of salary instead of 59 days to boost the morale of 14 lakh railway employees, who had put in their unflinching commitment and hard work for turning railway into profit earning entity, and turning the financial fortunes of the railways. Besides, there is a proposal of increasing contribution of Rs. 30 per person to Rs. 35 per person annually in the Staff Benefit Fund of Railways, I congratulate the hon. Minister for this step.

Out of the said additional contribution, the corpus arising out of increase to the tune of rupees three contribution, will be used for providing immediate relief in case of natural calamities and the corpus arising out of increase in contribution to the extent of rupees two would be used for providing education and vocational training to physically handicapped children of rail employees. He deserves kudos for this. Just now, our hon'ble Members of CPI (M) were making a mention of employees. Special consideration has been paid in this regard. Alongwith it, the provision for complete reforms in condition of staff colonies has been made. He has also made a provision for their maintenance. Due attention would be paid in regard to all models of public private partnership with the

[Kunwar Manvendra Singh]

embedded provision for the same in future. A dream budget having special arrangement for every sector and provision for alternative arrangement has never been heard or seen, but hon'ble Minister has realised this dream. Alongwith it, the provision for the construction of rest houses of 50 rooms near the hospitals in big cities like Delhi, Mumbai, Kolkata and Chennai for providing lodging facilities to patients and their relatives, by taking Employees Federation in confidence has been made, and railway employees would be provided this facility on a payment of nominal charges from them. The hon'ble Minister deserves kudos for this. Besides, there are so many things to boast of other than surplus rupees of twenty thousand crore of historical level, better operating ratio of 79 percent, and the record loading of 726 million tonnes in comparison to 667 million tonnes, but not taking much time, I would like to lay it on table, you shall include it in the proceedings. He has made arrangement of good seats in sleeper class, in which the poor people travel, and the other people who travel in it will also get benefit. The super fast charges in second class ticket of super fast train has been decreased by 20 percent. He has promised that the fares of sleeper class coaches of new designs would be reduced by 4 percent. Besides, 8% reduction in fares of Chaircar, 4 percent during peak season, 4 percent in other popular trains has been made. Many such reduction has been made. He deserves kudos for this. ...*(Interruptions)*.

[English]

MR. CHAIRMAN: Thank you for your considerations. Now, please conclude. You have taken so much time. Now, you may lay the remaining portion of your speech on the Table of the House.

[Translation]

KUNWAR MANVENDRA SINGH: Sir, I would like to make four-five demands of my constituency. I had made a demand for the stoppage of Sampark Kranti plying from Ahmedabad at Mathura. Hon. Minister of State in the Ministry of Railways hails from that area, so I would like to request him to pay attention in this regard. Hon. Minister of Railways had given order to the Traffic Member for the stoppage of Garib Rath at Mathura, however it was not given a stoppage there. I request you to give it a stoppage there. I express my gratitude to him for declaring that Mathura would be made a world class station and included among 16 stations. He deserves our

applause for it. Last time Patna-Mathura-Patna train that was announced has not been introduced till date, it should be started. We do not have any train for Kolkata barring one Tufan Mail. It is my repeated demand that a train should be provided to us for Kolkata. Besides, a survey has been conducted in my constituency for Khurja-Raya railway line. I would request him that Bajna, Naujheel, Surir, Tetigaon, Manth, Raya under my constituency should be covered under the next year's budget and work should be started there. Construction of the flyovers at three places in the city namely Machchli Mandi, Chhatikara and Chhata be ensured. Vrindawan should be linked with broadgauge. I will submit my other demands in writing. With these words I would like to conclude by making a special submission. I had raised this point in the House even last time that he should be awarded 'Bharat Ratna', I would demand the Government of India since he has earned so much profit for the Railways.

Mr. Chairman, Sir, it is my suggestion that the Hon. Minister of Railways should be awarded the title of 'Bharat Ratna'. With these words I would express my gratitude to you for giving me time.

1. Our achievements

- Historical surplus of Rs. 20,000 crore.
- Wonderful operating ratio (75%)
- Record loading of 726 million tonnes in comparison to the targeted 667 million tonnes.

2. Budget's gift to the railway passengers

- Re 1/- cut in the fares of second class for ordinary and non superfast express trains.
- 20% reduction in the charges of unreserved superfast trains.
- 6% and 4% reduction in fares of AC I and AC II respectively.
- Reduction in the fares of newly designed sleeper coach, chaircar and AC III tier.
- Reduction in the charges of E-ticket.
- Provision of cushioned seats in unreserved second class coaches for the common people.
- Provision of 6 unreserved second class coaches in every new train and arrangement of vendor's coach for retail traders and milk vendors

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

- Provision for ensuring lower berth for senior citizens and Women more than 45 years of age.
- 50 per cent concession in second class fares for students appearing for the Main examination of Staff Selection Commission and Union Public Service Commission.

3. Provision of increase in trains service in the budget.

- Efforts to provide more and more train services to all the states.
- 8 Garib Rath.
- 32 New trains.
- extension in service of 23 trains.
- increasing the frequency of 14 trains.

4. Our target for the current financial year.

- Loading 785 million tonnes and a total traffic income of Rs. 71 thousand 218 crore
- Scheme to double the work on new line, gauge conversion doubling and electrification in comparison to last year.

5. Relief to goods traders.

- No increase in freight.
- 5 percent reduction in diesel and petrol prices.
- 6 per cent reduction in transportation charges of iron ore for domestic industry.
- the reduction in highest category from 220 to 210.

6. Special attention to railway safety and security.

- Special attention to railway safety modern technique of security arrangement at main stations.
- Fool proof security arrangement through state of art equipments like metal detector, CCTV and smart Video camera.
- Modernisation of RPF and campaign to fill vacancies.

- Renovation of assets outliving their span.
- Every possible effort to check accident.

7. Ongoing efforts to make Indian Railways No. 1

- Construction of dedicated freight corridor
- Construction of World class stations
- Major and ambitious plans for modernisation of railways
- Scheme to construct logistics park and agriculture outlets through PPP*

* SHRI VIRENDRA KUMAR (Sagar): Sir, the State of Madhya Pradesh, especially Katni Bina area, which is known as goods track, has not been provided any new facility. Consequently, there is a great resentment among the people of Sagar and Damoh parliamentary constituencies as no new train has been introduced on this route. Also, the demand for stoppage of certain trains at some of the stations has not been met. The request for running Hiraikund Express, Kshipra Express, Rajkot Express and Jabalpur Jammu Tawi Express on all the seven days of week has not been acceded to. The frequency of these trains has not been increased. Raipur-Lucknow Garib Rath Express proposed to run for two days a week should be run on Raipur-Bilaspur-Katni-Sagar-Bina-Jhansi, Kanpur, Lucknow route. The railway officers are of the view that Raipur, Katni, Manikpur, Jhansi is a short cut route while Katni, Bina, Jhansi is a long route. Durg Chhattisgarh Samparak Kranti Express plies on Durg, Katni, Bina, Jhansi, and Nizamuddin. A new train, Jabalpur-Nizamuddin is proposed to run twice a week. The proposed route is longer one. The shorter route is Jabalpur, Katni, Bina, Jhansi, and Nizamuddin. Similarly, Jabalpur-Lucknow train has already been plying on Katni, Manikpur, Jhansi, Kanpur, Lucknow route. There has been a long standing demand for a direct train between Sagar, Kanpur, and Lucknow and also for Raipur. Therefore, Raipur, Lucknow Garib Rath Express should run on Raipur, Bilaspur, Katni, Sagar, Bina, Jhansi, Kanpur, Lucknow route.

I would like to draw attention towards other railway related problems of my parliamentary constituency.

1. The toilet at platform number 2 at Sagar Station should be dismantled and a shade and a toilet constructed in the front.

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

[Shri Virendra Kumar]

2. Goods yard should be constructed at Ratonna station.
3. Sagar is a big station but the number of coolies at Sagar is less. It should be increased.
4. At Sagar station it has often been observed that before arrival of train at platform no. 1 and 2 general tickets are sold only at one window. The sale of said tickets should be started one hour before arrival of the train on both the platforms.
5. Durg Nizamuddin Samprak Kranti Express halts for a minute at Sagar Station due to technical reasons. This train should be provided a commercial halt at Sagar and Khurai on the lines of Katni and Bina. It would facilitate direct journey from Sagar to Durg.
6. Large number of goods trains ply on Bina Katni line via Sagar station. The staff changes at Sagar. Goods trains are often stationed here. A Platform number 3 should be constructed for parking of all goods trains.
7. The stoppage of Utkal Express at Ganeshganj, which was withdrawn lately may be restored.
8. A large number of students travel from Khurai railway station to Kota for studies and a large number of businessmen also travel on this route. In view of this, the stoppage of Jabalpur-Kota Express at Khurai may be restored and Samprak Kranti Express and Jabalpur-Jammu Tawi Express also be provided a stoppage at Khurai station.
9. Passenger trains do not halt at platform number 1 at Naryavali station. Therefore, there is a need to construct a foot over bridge at Jaruakheda and Narxavali stations.
10. Kamayani Express, Kshipra Express and Godwana Express should be provided stoppage at Jaruakheda station.
11. 1271/1272 Bina Itarsi Express should be provided a 2 minute stoppage at Naryavali station.
12. Sheds to protect passengers from sun and rain should be constructed at Ganeshganj, Macroniya, Isarwara, Naryavali, Jaruakheda stations.
13. The length of shed at platform number 2 at Khurai station should be increased.
14. Computerized ticket windows should be opened at Khurai station.
15. Beautification work is in progress outside platform number 1 at Khurai station. The pace of work is very slow. The work may be accelerated and completed in a time bound manner.
16. The incidents of pick-pocketing is increasing daily at platform number 1 and 2 at Sagar station. It should be checked immediately.
17. Common toilet at Sagar railway station remains dirty. Directions should be given for its cleanliness.
18. Railway Enquiry System at Sagar station is totally in disarray. Despite DRM's directions CGS has not been installed at platform number 2. It should be done immediately.
19. There is a need to start a Super Fast train between Rewa-Coimbtore via Katni, Sagar, Bina, Itarsi, Nagpur, Hyderabad, Bangalore. It would provide direct connectivity to the southern side for the people of entire Revanchal and Bundelkhand. Also, the railways will earn revenue from it.
20. Unsocial elements loiter around on platform number 2 at Sagar station, so there is a need to deploy GRP to check it.
21. Cleanliness is not being maintained at foot over bridge and platform numbers 1 and 2 at Sagar station. Toilets always remain dirty and often closed causing inconvenience to passengers.
22. All the Express trains should be provided stoppage at Macronia sub-urban station.
23. The gate near Makronia station on Kanpur, Bhopal National highway usually remain closed. Therefore, an over-bridge should be constructed there at the earliest.
24. Bilaspur Bhopal Express should be given a stoppage at Dangidahar Station.
25. The survey for construction of Nagpur Lalitpur direct rail route was made during British rule. Construction of Nagpur Lalitpur direct road will

- not only benefit the people of Chhindwara, Sagar, Siwani, but also other people and every train from South India to Delhi will have to cover 400 kilometre less and the expenditure to be incurred on this project would be recovered with in no time.
26. Sagar ranks 132 among the list of big cities of the country. Alongwith districts like Chhindwara, Siwani and Narsinghpur will also get rail connectivity to capital of Delhi. Tehsil headquarters like Deori, Karela, Lakhnadon, Sasaur etc. would be benefited by this rail route. In total, around one crore Adivasi population of Adivasi areas would be benefited.
 27. The quota of 2412 which has been withdrawn. It should be restored.
 28. The weekly train between Habibganj and Bombay should be converted into link train.
 29. A new train should be introduced on Jabalpur-Indore route. Shipra Express do not run on time, therefore in view of demand of local people, the said train should be run.
 30. A new train from Bina junction to Bina Allahabad should be started.
 31. The number of sleeper and general coaches in Jabalpur-Jaipur Express should be increased.
 32. Kamayani Express usually reaches 5 hours late at Sagar. If time table is revised and it comes late by 2.30 hours, then it will reach Sagar at 6 a.m., and the passengers will not have to spent sleepless night.
 33. A new railway line should be laid immediately after conducting survey for Chhatarpur Sagar Kareli railway line. The development of this area of Bundelkhand would become possible after starting of this railway line.
 34. Whether there are any guidelines for providing concession to handicapped persons? The information in this regard should be dispatched to all places so that doctor may certify accordingly.
 35. Most of the passengers from city passes through exit door near reservation counter outside the platform no.2 of Sagar, because 80 percent population reside on that side. Therefore, hotel and commercial utility of this area should be encouraged.
 36. Bhopal-Howrah Express runs weekly, it should run at least three days a week.
 37. Bhopal-Bilaspur train should be extended upto Raipur and it should run as passenger train.
 38. Jabalpur-Jammu Tavi Express should be run dally, this train is very useful for Vaishno Devi pilgrims.
 39. Coach siding system should be installed at platform no. 2 at Sagar.
 40. The shed of platform no. 2 is very small, the passengers face a lot of inconvenience on sunny and rainy days. Therefore, it should be extended to cover the entire platform and floor of the Kota stone should be laid on the entire station keeping in view the cleanliness.
 41. Intercity Express from Bhopal to Sagar should be introduced.
 42. The length of foot over bridge at Sagar Station should be extended to link both sides of the road. The assurance in this regard was given earlier also.
 43. Old people, physically challenged and patients face a lot of inconvenience in the absence of ramp at Sagar Station. Therefore, ramp should be constructed there.
 44. Due to narrow foot over bridge at Sagar station passengers face a lot of inconvenience, at the time when trains arrive simultaneously at both the platforms.
 45. Chirmiri Damoh train should be extended upto Sagar.
 46. Gordwana Express reaches Sagar at 2.05 am, due to which passengers face a lot of inconvenience. It's earlier schedule should be revived.
 47. Godwana Express should run as full train from Jabalpur station because this train earns a lot of revenue for railways and the passengers from Damoh Sagar are not able to get reservation and seat in this train.

[Shri Virendra Kumar]

48. Cycle stand near platform no. 2 of Sagar station should be shifted to some other place so that road may be widened because fully loaded trucks remain queued up there and passengers face a lot of inconvenience and sometimes they miss train also.
49. Passengers also face a lot of inconvenience as reservation and ticket windows are near to each other in reservation building of Sagar. Rush is always there. There is a sufficient space. Therefore, the buildings of reservation and ticket window should be separated.
50. Sagar station Divisional Headquarter is also Center of Army, but it is not having VIP waiting room, the assurance was given earlier, but till now it has not been constructed, it should be constructed at the earliest.
51. Chhattisgarh Sampark Kranti should have commercial halt at Khurai and Sagar. The reservation quota from Sagar should be fixed.
52. Up Down trains should get coach position facility at Bina. Display Coach position has not been given to Bina, direct railway telephone facility should be provided at Bina to display coach position.
53. Railway Inquiry number of Bina always remain busy, therefore additional telephone line should be given over there.
54. The number of trains at Bina junction is very large and sometimes they are stopped at outer due to non-availability of platforms. Therefore, additional platforms should be constructed.
55. There is Anandpur Trust, famous pilgrim place on Bina to Guna line. Goa and other trains are given stoppage during 15-15 days of fairs. Therefore Goa Express, Pushpak Express, Nanded Sachkhand Express should have a stoppage at Bina.
56. There is no train from Bina railway station to Bhopal after 8.10 pm till 12.25 am as per the time table as on 1st December 2006. Therefore halt should be provided to Sachkhand and Goa express at Bina station.
57. Digital clock is compulsory at Bina station and arrangement should be made for digital display of trains.
58. Bina Bajria cremation ground is located near Jhansi gate in Bina because of which it could not be renovated. Therefore, arrangements for its renovation should be made.
59. Pathankot Express had a stoppage at Karonda station in the past. This stoppage should be restored to facilitate rural people.
60. Mandi Bamora station is the major center of 50 villages of Kurwai area from where passengers board the train for Bhopal and Delhi. So, Shipra Express, Jhelum Express should be given a stoppage at Mandi Bamora station.
61. Gondwana Express earns substantial revenue and never runs with vacant seats. It should be run as a full train from Jabalpur.
62. A regular train should be plied for going to Patna via Bina Satna railway route from Bhopal, the capital of Madhya Pradesh and for Surat to Bhopal only via subcity Beragarh, for Balsad, Mumbai.
63. A new daily train should be introduced from Patna to Allahabad, Katni, Bina, Sagar, Ratlam, Mumbai. The state capital Bhopal would be directly linked with Surat and Patna city with the introduction of this train. It's a long standing demand.
64. T.T.E. in sleeper coach in 1271/1272 Vindhyanchal Express running between Itarasi Bhopal travel from Jabalpur to Bina only. There is no T.T.E. in sleeper coach between Bina and Bhopal which is causing great inconvenience to passengers between Bhopal and Bina.
65. The beautification work at Bina Railway Station is commendable however it is being done sparingly. It should be extended.
66. The proposed and sanctioned stop dam work at Bina river should be started immediately for the supply of water in Bina railway colony and at railway station.
67. Bail is not granted even in bailable offences by the Railway Protection Force Sagar, Damoh, Katni, Bina, Bhopal, Itarasi, Jabalpur and bail depositors are maltreated. The relatives of the persons apprehended are not informed. Human Rights are being violated, a high level inquiry should be instituted.

68. An under bridge or an over bridge should be constructed on Bina Sagar line and Bina Jhansi line where Sagar and Jhansi crossing respectively usually remain closed.
69. The shortage of doctors should be met in the Bina Railway dispensary and medical facilities should be increased.
70. The construction work at oil refinery near Bina is going on at a fast pace due to which a cycle stand booking office and a platform should be constructed at the western side of Bina Railway Station.
71. The retail businessmen have been doing business for years by putting up kiosks on railway land in Chhoti Bajaria near Bina railway station and at Ganesh Ward, Bina. The Railway Department should grant them permission to carry out their business by fixing rent to be charged on that land keeping in view the livelihood of these poor people.
72. The trains remain stationed at outer owing to the absence of a platform. Yesterday Mahamaya Express remained stationed at outer for 50 minutes including 5 other trains. Secondly, Jhansi people leave every work for Bina. They leave four trains.
73. The number of officers has been increased with the creation of zone however the pace of development was not as desired. Border like tense situation was created in Jhansi Bhopal Division.
74. Entire shunting work of Bhopal is being done in Bina.
75. Owing to shunting of Mahamaya Express in Bina when the train reaches platform no. 2 and 3 the passengers rush towards the coaches despite the announcements and as a result there is always a great risk of serious accidents.
76. The shed of platform no. 1 has not been constructed so far despite the assurances being given for the last 2 years.
77. The enquiry office is unable to give the correct time of trains. I was given the accurate timings of Sadan Express however on reaching the platform I came to know that the train was late

by an hour. There is a need to upgrade the inquiry system, the condemned instruments are sent here while it is an important junction.

78. The Railway Police takes the bidi smokers to Bhopal while it should leave them here itself after imposing a fine of Rs. 100/- or Rs. 50. A villager was relieving himself at the platform, he was freed after imposing a fine of Rs. 100/-
79. Similarly a passenger is unnecessarily harassed if he gets down on a platform despite having the ticket.
80. Rs. 350/- approximately are given for the last rites of unclaimed bodies however the policemen get the burial done from vagabonds by giving them a bottle of liquor, in lieu of money nobody even bothers to check if the bodies have been buried properly.
81. There is only one permanent doctor and a senior doctor and no expert on such a major junction. It would be better if the maintenance of Railway Hospital is entrusted to Bina refinery so that it could be maintained and better medical facilities could also be made available to the railway employees.
82. Distance between station and Sagar gate is one kilometer. Vitumenisation is taking place upto to SSP. Only 100 meters will remain after that which will serve as bye pass. This stretch should also be taken up.
83. The road to under bridge near Jhansi gate which bore the traffic pressure in the past is Kuccha. The refinery management is also ready to construct it. An under bridge should be constructed.
84. There is a need to construct an additional platform on either side at Bina Station.

(English)

SHRI N.K. KRISHNADAS (Palghat): Mr. Chairman, Sir, generally I welcome the Budget proposals of the Railway Minister for the year 2007-08.

The main features of the Budget and our Party's views and observations on them have been mentioned here by the earlier speaker from my Party. So, there is no need for any further elaboration and repetition.

[Shri N.N. Krishnadas]

Even though we are welcoming the new proposals in the Budget, we have certain reservations in this Budget. This was also mentioned by the earlier speaker from my Party. We would like to ask the Railway Minister about the main and important matter, that is, there is a subtitle, "Public-private partnership." This is nothing but a simple initiative for privatization. In his Budget speech, hon. Lalu ji has mentioned that he is against privatization and he is not for privatization. But this is nothing but a move to make further privatisation of the Indian Railways.

As we all know, through this Budget itself, there will be a profit of Rs. 20,000 crore during the current Budget year. Part of it will come from privatization also.

It is another word of outsourcing. Sir, Rs. 1000 crore came as earning this year by outsourcing the parcel service. What happened? Thousands of coolies, the railway porters, are deprived of their jobs. That is the net result.

The IRCTC policy was adopted during the NDA Government. During that period, the policy, as declared by the Railway Ministry, was that it would be earning and it would be giving better service to the passengers. But what happened? Now, our experience in the Southern Zone area is this. Dishes are being provided by the IRCTC tendered vendors who are the licence-holders. They are also providing Chicken Biryani to the railway passengers. Earlier, in the Chicken Biryani, one egg used to be there but that egg disappeared. It is missing. The price is the same. Everything is the same but the egg had disappeared. One dish has been reduced. This is the net result of this IRCTC policy. Earlier, they themselves declared that they are going to serve directly but again they are tendering all these things. Due to time constraint, I am giving one or two examples only.

Now, I am coming to the matters of Kerala State. This time we appreciate hon. Lalu ji. This time the Railway Minister has tried to address the long pending rail issues of Kerala but the major issues are yet to be addressed. One important thing, as far as the State of Kerala is concerned, is that out of these 32 new trains introduced in this Railway Budget, not even a single train is allotted to Kerala.

One new Garib Rath train has been proposed to be introduced between Trivandrum and Mumbai twice a week and frequency of four other trains has been increased. Our long-pending demand is that thousands of people

are travelling between Kerala and Karnataka. Since it is our long-pending demand, this time, a daily train should start from any of the destinations in Kerala, especially the Malabar area—from Kannur to Bangalore. But unfortunately, in this year's Budget itself, the hon. Minister has proposed to increase the frequency of Kannur-Yashwantpur train only. So, there should be a daily train from Kannur to Bangalore.

The basic issue of rail development in Kerala is doubling of lines. In 1996-97's Railway Budget, ten years back, the project for doubling from Shornur to Mangalore had been proposed. Even today, it has been lagging behind. It is not yet completed. For the past ten years, work on this project has been lagging. Hon. Minister of Railways should say on the floor of the House when it would be completed.

The second thing is electrification. It is also our long-pending demand to electrify the line from Shorarnur to Mangalore. In this year's Rail Budget also, it is excluded. Trivandrum is our Capital city and the hon. Chairman is also from Trivandrum. There should be electrification of track from Emakulam to Trivandrum. In both ways, at Kottayam and Alleppey, there is some bottleneck in regard to this. Some allocation should be there for doubling as well as electrification.

In this year's Railway Budget, surveys of two new lines have been included. These are Nilambur-Nanjangod and Tellicherry-Mysore lines. What has happened to the earlier survey's report? In the last Railway Budget, there was a proposal for the survey of a new line from Kollangod to Trichur. It is a distance of only 48 kilometres. We should complete this gap with rail track. There is already a railway line from Trichur to Guruvayur. If we connect this gap from Kollangod to Trichur, then Guruvayur, Palani, Madurai and Rameshwaram—all the important pilgrim centres—will be well connected. Not only these pilgrim centres, the most important tourism centres of Parambikulam Wildlife Sanctuary, Kodaikanal and Nelliampathy will also get connected. The survey is completed, but the project is not included in this year's Railway Budget.

The Guruvayur-Thannur project had been included two years back in the Railway Budget, but a very meagre amount had been allocated and the project has not yet started. Angamali-Sabari line was included in the Budget proposals years ago, but the project has not yet started.

There is one more long-pending demand of the people of Kerala about starting of certain EMU service and DMU service. The cities of Coimbatore and Kochi - the most important commercial cities of South India - should be connected by way of an EMU service. It will be very helpful for both the States, in this new scenario. There should also be started a DMU service between Calicut and Kochi. It is one of the long-pending demands of the people of Kerala.

Now, I want to say regarding the proposal to create a new Division centralised at Salem. In the last year's Railway Budget, a proposal had come about establishing a new Division at Salem. We never opposed it. How can we oppose the proposal for creation of a Division in the country? But on the floor of the House, hon. Railway Minister and also the Minister of State for Railway had assured that it would not affect the existing Palghat Division.

The hon. Minister of State had assured the MPs from Kerala that they will be consulted while fixing the territorial jurisdiction of the newly proposed Salem Division, but the territorial jurisdiction has been fixed in a secret manner.

I would like to point out a very funny thing that has occurred in this case. The Indian Railways not only provides carrier service, but it is a great symbol of national integration and unity. This is the convention, criteria and tradition of the Indian Railways. But the proposal to fix up the territorial jurisdiction of the newly proposed Salem Division is a violation of the great tradition of Indian Railways and the symbol of national integration and unity. Railways cannot create any division or zone in a linguistic manner, and that is the tradition of our Railways.

What is the proposal? At present, the oldest Palakkad Division is having more than 1,200 route kms. We never opposed the creation of Salem Division, but it should be creation in a justified manner by taking route kms. from all neighbouring divisions, namely, Chennai Division, Trichy Division; Madurai Division, Bangalore Division as well as the Palakkad Division. But instead of this, the proposal has now come to bifurcate the existing Palakkad Division and name the bigger portion of 800 kms. as Salem Division. This is deadly against the convention, criteria and norms followed by the Indian Railways. Therefore, we urge upon the Government to stop this move to bifurcate the existing oldest Palakkad Division into two.

The existing Palakkad Division is having 1,200 route kms. If they bifurcate it into two and the bigger portion is named as Salem Division, then it would be like mother being smaller than the new born child. How is it possible? How can a mother give birth to a child double its size? This is the exact point that I want to make here.
...(Interruptions)

MR. CHAIRMAN: Please conclude your speech.

...(Interruptions)

SHRI N.N. KRISHNADAS: Our friends are also joining me. *...(Interruptions)*

SHRI A. KRISHNASWAMY: Perhaps it is because it is a healthier baby! *...(Interruptions)*

SHRI N.N. KRISHNADAS: We are not opposing its creation. *...(Interruptions)*

SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, this is about Tamil Nadu and Kerala. Therefore, you cannot stop them. *...(Interruptions)*

SHRI N.N. KRISHNADAS: No, this is not an issue of Tamil Nadu and Kerala. *...(Interruptions)*

MR. CHAIRMAN: Please address the Chair.

...(Interruptions)

SHRI N.N. KRISHNADAS: This is not the question of Tamil Nadu or Kerala. *...(Interruptions)* We are making the argument that the Indian Railways should follow the criteria and norms laid down for it whether it is for Tamil Nadu, Kerala, Madhya Pradesh, Maharashtra, Gujarat, etc. All are part of the Indian Railways. Therefore, Indian Railways should follow its own tradition, convention, and criteria. This move of bifurcating the existing Division
...(Interruptions)

MR. CHAIRMAN: Please conclude your speech.

SHRI N.N. KRISHNADAS: Sir, please give me two more minutes to speak as it is a very important and sensitive matter.

The people of Kerala and the MPs from Kerala urge upon the Government to stop this move, and to stop its creation after making a general consensus among the people of Tamil Nadu and Kerala. We support this Budget. Thank you.

*SHRI BRAJA KISHORE TRIPATHY (Puri): Just like past, Orissa has been again neglected in this Budget and hence, I am approaching through you to Hon'ble Minister of Railways for allotment of additional funds in the budget for expediting the ongoing Railway development project and inclusion of new projects which have not been covered in the proposed Railway Budget 2007-08.

Hon'ble Speaker Sir, as you are aware the two railways zones i.e. East Coast Railways and portion of South Eastern Railways which pass through the part of State of Orissa are major revenue earners for the Indian Railways. Orissa is having population of about 4 crores and endowed with the bounty of nature and has got rich mineral reserves. The vast coast line with Paradeep Port and other potential places for establishment harbours has got added advantage for export of minerals and value added products. Due to vast deposit of minerals, Orissa will be adding approximately 4-5 million tones of steel every year besides setting up of mega steel plants by the private parties. In the KBK districts constructions of Aluminum plants will boost the traffic inflow in the Railway sector. However the Railway route length in Orissa, Continues to be below the National average of 19 kms/1000 sqkm. The Budgetary allocation for ongoing projects, gauge conversion, doubling of Railway lines, passenger amenities etc, in the Budget-2007-08 is abysmally low. I request the Hon'ble Railway Minister through you Mr. Speaker Sir, to increase the allotment as follows:

Gauge Conversion

Hon'ble Speaker Sir, Gauge conversion between Rupsa-Baripada, which will immensely benefit the large chunk of tribal population of the region has been commissioned and I thank the Hon'ble Railway Minister for this work. However, I would request through you to Hon'ble Railway Minister to increase the amount for the expedite gauge conversion from Rupsa to Bangiriposi which is very important as it was envisaged as an alternate to 3rd line between Kharagpur and Tatanagar and made into 2 phases the first phase a gauge conversion of Rupsa-Bangiriposi and phase-2 connecting Bangiriposi with either Gorumahisani or Dollbhumgarh, which will subsequently connect to Tatanagar thereby reducing substantial distance. The allotment may be increased to Rs. 75/- crores as the sanctioned amount of Rs. 35/- crore is not sufficient for this project. Nuapara-Gunupur, route gauge conversion may be expedited and extension to be made upto Therubali and also sanction

is needed to provide connectivity to Gopalpur Port. Allotment of Rs. 25/- crore in the present Budget 2007-08 is not sufficient and I would request through you for increase this amount to Rs.50/- crores.

On Going New Lines

1. Lanjigarh Road-Junagarh B.G. Rail Link: Hon'ble Speaker Sir, this project was sanctioned in the year 1993-94. The State Government also has handed over the requisite land to East Coast Railway, However, progress of construction on this project is tardy. In view of the Aluminum/ Alumina industries to be commissioned in that area, completion of this project is a necessity. Rs.100 crores was demanded for commissioning the section between Lanjigarh Road-Bhawanipatana and commencement of land acquisition from Bhawanipatana to Junagarh. However only Rs. 12/- crore has been " allotted in the 2007-08, which is peanut and would be increased to Rs. 50/- crore.
2. Land acquisition is in progress for Haridaspur-Paradip B.G. Link: Hon'ble Speaker Sir, the incremental traffic generated by the steel industries shall be catered by Haridaspur-Paradeep B.G. rail link, which also provides port connectivity. Only Rs. 20/- crores has been allotted, which I would request the Hon'ble Railway Minister through you that this allotment be increased to Rs. 50/- crores.
3. Khurda Road-Bolangir B.G. Link: Hon'ble Speaker Sir, this link connects to the hinter land of Orissa and shall be a source of sustained economic growth. Land acquisition is in progress. Only Rs. 20/- crores has been allotted, which I would request the Hon'ble Railway Minister through you to be increased to Rs.40/- crores.
4. Angul-Dubri-Sukinda Road B.G. Link: was sanctioned in the year 1997-98.

Due to inadequate allotment of Rs. 60 crore land acquisition has not commenced. This rail link is critical for the steel industries since it will be a feeder link for transportation of coal to the industries in the Dubri area and iron ore to the industries in the districts of Cuttack, Dhenkanal and Jharsuguda. The allotment of Rs.12/- crore is meager and may be increased to Rs. 35/- crores.

*The speech was laid on the Table.

5. **Talcher-Bimlagarh (154 Kms):** Project has been sanctioned in the year 2004-05 and land acquisition work is to be commenced. Ministry of Railways was requested to allot Rs.100 crores for completion of land acquisition work and commencement of this project. However, only Rs.15/- crores, has been allotted in the Budget-2007-08, which needs to be increased to Rs.50/- crores.

Doubling of Existing Railway Lines:

1. **Doubling of Khurda Road-Puri:** Hon'ble Speaker Sir, this railway line is 100 years old and doubling should be expedited in view of the importance of Puri from international Tourism point. This is the only railway line connecting Shri Jagannath Dham. The track is already 100% saturated. Though phase I work of the track had begun 4 years back, yet no satisfactory progress has been made so far and there is no sanction for phase II work. However, I thank the Hon'ble Railway Minister as he has announced the survey of the IInd Phase of the project. In the Railway Budget-2007-08 only RS.5/- crores has been earmarked, which is inadequate for completion of this project. I would request through you to Hon'ble Railway Minister to allot Rs. 50 crore in this Budget and make provision of sanction and expediting the Phase-II work.

2. **Daitari-Bansapani B.G. rail links (155) Kms.** Hon'ble Speaker Sir, I had requested Hon'ble Railway Minister for doubling of Daitari-Bansapani B.G. Link which is one of the most important projects of the State. It is the lifeline of all the steel plants located in Jajpur, Dhenkanal, Cuttack, Sambalpur and Jharsuguda districts. This project was sanctioned in the year 1992-93 and is yet to be completed. Since the Industrial scenario has been changed in the area dramatically and private parties are interested to set up Steel Plants in a big way. I had demanded Rs. 100 crore in the Budget-2007-08 for doubling of Daitari-Bansapani B.G. Rail links and also sanction for electrification. However, no amount has been allotted to this project although electrification has been announced by the Railway Minister in his speech. I would request the Railway Minister through you for allotment of Rs. 100/- crores for doubling and electrification of this project.

3. **Talcher-Sambalpur B.G. rail links:** This was commissioned in the year 1998 which has reduced the distance from Bhubaneswar-New Delhi by 150 Kms. The Ministry of Railways was therefore requested to sanction doubling of Talcher B.G. rail links and sanction funds for electrification of this route. However, no amount has been allotted in this Budget-2007-08, although survey for doubling of the project has been announced by the Hon'ble Railway Minister in his Budget Speech. I would request the Railway Minister through you Mr. Speaker Sir, for allotment of Rs40/-crores for this project.

Haridaspur-Paradeep B.G. rail link: Hon'ble Speaker Sir, I had requested Hon'ble Railway Minister for allotment of Rs.100/- crores for doubling of Haridaspur-Paradeep B.G. rail links. It is also requested that doubling of Nirogundi-Cuttack-Ragunathpur but only Rs. 2.16/-crores has been allotted which may be increased to Rs. 10/-crores in the Budget-2007-08. Rahama Paradeep Rail Line may be completed at the earliest, however Rs. 5.25/- crores has been allotted, which is inadequate, hence, Rs. 25/-crores may be allotted for completion of the project. For doubling of Titilagarh-Lanjigarh Road, only Rs. 15/- crore has been allotted, which need to be increased to be Rs. 50/- crores. For doubling of Rahama-Raj Athagarh-Barang, 2nd Bridge on Birupa & Mahanadi only Rs. 64/- crore has been allotted, which needs to be increased to Rs. 80/- crores. For doubling of Cuttack-Barang, Khurda-Barang 3rd Line, only Rs. 88/- crores has been allotted, which needs to be increased to Rs. 100/- crores. For doubling Sambalpur-Rengali, Jharsuguda Bypass Railway lines, only Rs. 25/- crores has been allotted, which needs to be increased to Rs. 40/- crores. For doubling of Jharsugud-Rengali (25 Kms) Rs. 18/- crores has been allotted, which needs to be increased to Rs. 40/- crores. For doubling of Raja Athagarh-Baranga (20 Kms) only Rs. 86/- crore has been allotted which needs to be increased to Rs. 100/- crores. Hon'ble Speaker Sir, for doubling of Sambalpur-Titalgarh (182 Kms) and Raja Athagarh-Nirogundi (28 Kms), only Rs. 10 crores and Rs. 10 lakhs have been allotted respectively, which I request to Hon'ble Railway Minister through you for increase to Rs. 50/- crores and Rs. 10/- crores respectively.

Electrification:

Honble Speaker Sir, I had requested Hon'ble Railway Minister for allotment of Rs. 100/- crores for the Electrification of the feeder links viz: Daitari-Bansapani B.G.

[Shri Braja Kishore Tripathy]

Link, Talcher-Sambalpur-Jharsuguda B.G. Link and Haridaspur-Paradeep E.G. Link. However, sufficient funds have not been allotted in the present Budget. I would request to the Hon'ble Railway Minister through you for allotment of sufficient funds for these projects and alongwith, Koraput-Rayagadh electrification project may be sanctioned in the Budget-2007-08.

New Lines and Surveys

Hon'ble Speaker Sir, I would request to Hon'ble Railway Minister through you for expediting the following projects.

a. Conversion & Extension of Nuapada-Gunupur B.G. Rail Link to Theruvall (79 Kms.): Traffic survey was made in March, 1999 for extension of the converted Nuapada-Gunupur B.G. Rail Link to Theruvall with a favourable rate of return. This extension will immensely benefit flow of import and export of cargo via Gopalpur Port.

b. Jeypore-Malkangiri (117 Kms.): This broad-gauge rail link for which a survey report has been submitted to Ministry of Railways forms a part of the most backward districts of Orissa i.e. KBK area, which has been accorded special status by Government of India for speedy development. This requires immediate implementation.

c. Talcher-Gopalpur (245 Kms): The survey report of Talcher-Gopalpur Broad-gauge Rail Link line submitted to Ministry of Railways indicated a favourable rate of return. The recent thrust of industrialization with setting up a of Steel, Power and Aluminum Plants would require a dedicated Railway link between Talcher to Gopalpur (Special Economic Zone) for export and import of raw material and finished products.

d. Bargarh-Nuapada-Via-Padmapur (120 Kms): Survey for this Broad-gauge Rail link was completed with a viable rate of return 18.32% and report submitted to the Ministry of Railways. Rail infrastructure in Western Orissa is not developed adequately despite a large number of industries are existing and heavy production of foodgrains are achieved. This B.G. Rail link will traverse through acutely backward areas of the State, and will ensure economic development.

e. Puri-Konark (35 Kms.): Puri attracts thousands of pilgrims due to temple of Lord Jagannath. The famous Sun Temple is located at Konark. This monument is

famous throughout the world and thronged by visitors from domestic and abroad. Considering these a survey was completed for construction of New B.G. Rail Link between Puri-Konark on the year 1997. This link will facilitate visits by the tourists and pilgrims to the last link of the golden triangle.

For Bargarh-Nuapada-Via-Padmapur (120 Kms) and Puri-Konark (35 Kms.) though for detailed survey, has been announced in principle, no steps have been taken in this regard so far and now also no funds have been allocated in the Current Budget for these two projects.

f. Gopalpur-Rayagada (282 Kms): All Bauxite deposits are located in Rayagada and Kalahandi area. Recently, Government of Orissa has signed number of Memorandums of understanding (MoU) for setting up of Aluminium industries for production of Alumina and Aluminium. Sanction for a survey is imperative to cater to the traffic that will be generated.

g. Jaleswar-Digha (40 Kms): Digha is a popular beach resort, which will be connected from Tamluk. It is necessary that a survey be sanctioned from Jaleswar to Digha a stretch of 40 Kms. so that the vast areas in Bhogarai and Jaleswar Block can be connected. Although this project has been announced, no funds have been allocated.

h. Jaipur Keonjhar Road-Jajpur (30 Kms.): Biraja Khetra at jajpur Town is a famous place of Pilgrimage in India at Par with Dwaraka and Kasi. A large number of pilgrims visit this area regularly. The Ministry of Railways is requested to sanction a survey for extension of the East Coast Railway line from Jajpur-Keonjhar Road to Jajpur.

i. Gorumahisani To Buramara (35 Kms.): Work is in progress for gauge conversion of Rupsa-Bangiriposi N.G. Rail Link. A survey may be sanctioned for linking Gorumahisani on Tata-Badamapahar B.G. Rail Link to Buramara on Rupsa-Bangiriposi Rail Link.

j. Badampahar To Keonjhar (70 Kms.): A survey needs to be sanctioned between Badampahar to Keonjhar which shall link the rich iron ore area with Tatanagar.

k. Sambalpur-Berhampur via Birmaharajpur (408 Kms.): Presently a direct rail link from Western to Southern Orissa is not available. Transportation of goods

and passengers is circuitous having to move via Raipur Vizainagaram or the East Coast Rail Link.

i. Bolangir-Nawapara (159 Kms): Bolangir and Nawapara are extremely backward district of Orissa, covered under the KBK districts, which has been accorded special status by Government of India. Availability of Railway infrastructure shall lead to economic growth.

m. Banspani-Bimlagarh (80 Kms): Keonjhar and Sundargarh districts are iron ore hub of Orissa. With rapid industrialization a network of railway links shall cater to the transportation requirement of that area.

n. Berhampur to Phulbani (169.8 Kms): A preliminary Engineering-Cum Traffic Survey was conducted in 2003. Phulbani is one of the extremely backward districts of Orissa, though endowed with large deposits of Granite, Graphite, Quartz, Manganese and Bauxite. Sanction of requisite funds may be made for commencement and completion the project.

The following extension and introduction of New Trains may be introduced.

Hon'ble Speaker Sir, I would request to Hon'ble Railway Minister through you for extension and introduction of New Trains:

Super-fast Express from Sambalpur to Allahabad:

There is no direct train from Sambalpur to Allahabad in order to meet the growing demand of traffic from Western Orissa. Introduction of a new train from Sambalpur to Allahabad Via-Ranchi and Gaya will enable the people of Western Orissa to visit important places of pilgrimage.

Inter City Express between Koraput and Rourkela via Rayagada.

The Raipur-Vizianagram-Koraput-Kirandul E.G. rail link passes through the most backward areas of the State like Koraput-Bolangir and Sundargarh. An Inter City Express linking Rourkela with these areas of this State will give the much needed impetus for business and commerce of the area.

Express Train from Titilagarh to Puri Via-Sambalpur:

Presently there is no direct train from Titilagarh area to cater the needs of Western Orissa. Introduction of

Express Train on this route will provide relief to the people and also ensure emotional, social integration with coastal Orissa.

Express Train from Visakhapatnam to Howrah-Titilagarh. Raipur & Bilaspur:

The area from Visakhapatnam to Titilagarh is backward and requires additional train services to ensure increase of commerce and trading with neighbouring States.

New Puri-Hyderabad Express and and New Puri-Chennai Express

There is no direct Train Link from pilgrim centre of Puri famous for Lord Jagannath to South India. Two direct trains from Puri-Hyderabad and Puri-Chennai will fabulously benefit pilgrims of South India and people of Puri and Orissa.

Express Train between Baripada and Visakhapatnam Via Balasore. Bhubaneswar and Berhampur.

Baripada the district Headquarters of Mayurbhanj is now connected on the Broad gauge system of Indian Railways. It is necessary to provide a direct link with Southern Orissa as of the Passenger amenities.

Express Train from Gandhidham to Puri.

Orissa continues to provide human resources for industries in Gujarat. A large number of Oriyas are working in various part of Gujarat. An express train may be provided from Puri to Gandhidham via Vizainagram.

Express Train from Keonjhar to Howrah

Keonjhar district has been connected in the Daitari-Banspani BG Rail link. A large number of the tribal population shall use the direct link for trade and commerce.

Super-fast Express from Puri-Jaipur:

There is no direct train service from Puri to pink city of Jaipur. Introduction of a Train Services from Puri-Jaipur, Via-Sambalpur, and Raipur will enable tourists and pilgrims from Central and Western India to come to Orissa and this service will immensely benefit people of western Orissa, although Jaipur-Bilashpur Express Train has been extended to Bhubaneswar.

Express Train from Barbil to Vishakhapatnam via Keonjhar & Bhubaneswar

The BG rail link between Banspani-Daitari is expected to be commissioned very soon. Keonjhar and Jajpur districts are undergoing rapid industrialization. Introduction of a train from Barbil to Vishakhapatnam will facilitate movement of passengers and shall also be used for trade and commerce.

Express Train from Baripada to Howrah

Narrow gauge section between Rupsa to Baripada has been converted and commissioned. In order to strengthen the traditional link of the people of Mayurbhanj district with West Bengal and meet the aspirations of the people of that district, Ministry of Railways is requested for introduction of an express train from Baripada to Howrah.

Intercity Express between Jharsuguda and Bhubaneswar

The industrial scenario is fast changing with the large number of steel plants located in Jharsuguda and Sambalpur districts. Inadequate train services is a serious impediment for people of that area. Ministry of Railways is requested for introduction of an Inter-city Express between Jharsuguda and Bhubaneswar.

Super fast Express between Rourkela to New Delhi.

The industrial and mining area of Sundargarh and Jharsuguda district are sparsely connected to New Delhi. Introduction of a direct train will be immensely popular facilitating travel of passengers from these districts.

Direct Train between Bhubaneswar-Chandigarh-Kalka

A large number of people of Orissa are employed in defence services and allied sectors in Himachal Pradesh, Haryana and Punjab. A super fast express may be introduced from Bhubaneswar to Chandigarh, which will also encourage tourism between Orissa and Himachal Pradesh.

Raigarh-Gondla Intercity Express to Jharsuguda

Extension of this train shall provide a direct link from Vidarbha region to Western Orissa.

Bilaspur-Raigarh passenger to Jharsuguda

Extension of this train will facilitate movement of passengers to a major part of Chhattishgarh.

Extension of Janshatabdi Express between Howrah and Barbil to Keonjhar

1. Daitari-Banspani BG rail link is expected to be commissioned very shortly.

Keeping in view the aspirations of the people of Keonjhar and to facilitate connectivity for trade and commerce this train may be extended up to Keonjhar.

2. Request was made for introduction of a Shatabdi Express from Puri to Paradeep. I would request Hon'ble Railway Minister through you to expedite and implement these passenger amenities.
3. The Garib Rath introduced Bhubaneswar-Ranchi may be extended to Puri Jagannath Dham for the convenience of the tourist.

Introduction of EMU Services:

Hon'ble Speaker Sir the electrification work between Kharagpur-Bhubaneswar is in progress and stretch of 200 kms between Palasa to Bhubaneswar has been commissioned. Ministry of Railways is requested to introduce fast Moving EMU Trains from Puri-Palasa and Puri-Balasore to cater to the need of passengers of Puri-Khurda Road-Bhubaneswar and Balasore. I would request to Hon'ble Railway Minister through you for introduction of these EMU Trains for the benefit of the passengers.

Extension of Trains:

The Ministry of Railway has introduced a Express Train from Sambalpur to Raipur this may be extended to Puri as this will facilitate a direct link between the capitals of two States. I would also request you that existing Hirkund Express from Nizamuddin to Bhubaneswar which, has been extended up to Visakhapatnam considering its long distance, provision of pantry car may be made, introduction of Three tier AC and the frequency should be increased from 3 days in a week to daily service. The Hirkund Express may be provided with more coaches in order to cater to the requirement of passengers from Palasa, Berhampur, Chhatrapur and Balugaon.

Visakhapatnam-Nizamuddin Express Train may be increased from daily to 3 days in a week to cater the need of passengers travelling from Western Orissa to the capital of India. The frequency of New Delhi-Bhubaneswar Rajdhani Express may be increased from 4 days to 7 days in week. In remaining three days the Rajdhani Express may run Via-Sambalpur, Rourkela and Ranchi. The frequency of Puri Ahmedabad Express Via-Sambalpur and Vizianagaram may be increased to facilitate journey of large number of workers from Orissa employed in Gujarat. It is requested that the frequency of this train Via-Sambalpur may be increased to thrice a week and via-Vizianagaram to four days in a week. The frequency of Bhubaneswar-Kurla Express may be increased to three days in week. This train is immensely popular by passengers travelling from Western Orissa. Frequency of Puri-Tirupati Express which is running once in a week may be increased to daily service and the time span may be reduced from 28 hrs to 24 hrs in the interest of general public. Since large number of fishermen folk are visiting Puri and have business connections, the Puri-Tirupati Express may be having an additional stoppage at 'Tuni' Railway Station under South Central Railway. Coramondal Express may be stopped at "Guddur station" for the convenience of general public.

Establishment of passenger halt at Indradyumna, Puri:

Request was made to Railway Ministry that a passenger halt at Indradyumna near Puri under Khurda Road Division may be established. The Railways had conducted a survey and asked for certain information. Necessary information has been provided to the Railways and the proposal is a financially viable one, however, no progress has been made so far in this regard. The necessary sanction for establishment of a passenger halt at Indradyumna has not been accorded in the budget 2007-08.

Passenger amenities:

Hon'ble Speaker Sir, Ministry of Railways was requested for increase in passenger amenities for Orissa with the creation of East Coast Railway and with establishment of its Headquarters in Bhubaneswar—the expectation and aspiration of people of Orissa for better infrastructural developments of the stations has been increased. The Ministry of Railways was requested to improve passenger amenities at Puri, Titagarh, Rayagarha, Raigarha, Koraput, Kessinga, Chhatrapur, Balugaon, Jaleswar and Balangir Stations. The Ministry is also

requested to further increase computerized network for reservation at Baragarh, Sakhigopal, Kuhudi, Kalupadaghat, Chhatrapur, Hirkud, Khariar Road, Jaleswar and Soro Stations of Orissa. Janakidepur Railway Station under Khurda Division may be developed as a full-fledged Railway Station to cater for a large chunk of people.

Introduction of Pantry Car:

Some long distance trains originating from Bhubaneswar-Puri are not provided with Pantry Services. Ministry of Railways is requested that pantry car services for Bhubaneswar-Bangalore Express (8415/8416), Bhubaneswar-Kurla Express 1045/1046 and Puri-Tirupati Express (8439/8440) may be provided. Necessary provision for funds in this regard may be made in the Budget 2007-08.

Coaching Terminals:

Hon'ble Speaker Sir, Orissa has only one coaching terminal at Bhubaneswar, which is land locked and inhibits expansion. This terminal should be expanded in order to accommodate more number of Trains. The Coaching Terminal at Puri has been closed. Hon'ble Speaker Sir, I would request to Hon'ble Railway Minister through you for setting up of coaching terminals with revival of one at Puri and in order to accommodate more number of trains. Proper coaching terminals may be developed at Berhampur, Sambalpur and Koraput.

Setting up of Rail Coach Factory

I request the Hon'ble Railway Minister for the setting up of a rail coach repair factory in Orissa, which has already been recommended by the standing committee. In addition to this, the setting up of a rail-coach factory in Orissa will serve the long standing demand of the State. Hon'ble Speaker Sir, I would request the Hon'ble Railway Minister through you to kindly increase the allotment to Rs. 1500/- crore in the Railway Budget 2007-08 for completion of ongoing railway projects in the State of Orissa. The Chairman of Parliamentary Standing Committee on Railways had also recommended for allotment of major chunk of funds for the State of Orissa. I had also requested vide my DO No.OI(01)/2006-14, dated 8th Feb, 2007 to Hon'ble Railway Minister for sanction of Rs. 1500/- crore in the 2007-08. Hence, I would request through you to Hon'ble Railway Minister for allotment of this amount which, will fulfilling the

expectation and aspiration of the people of Orissa and culminate in economic growth and prosperity of the State.

[Translation]

*SHRI CHANDRA MANI TRIPATHI (Rewa): Sir, first of all I would like to thank the hon'ble Minister of Railways for accepting my long pending demand of running Rewa-Jabalpur Intercity Express daily thereby presenting a very big gift to Rewa region and the entire Vindhya region.

But along with this I have been making demand to the Minister of Railways for a long time that clearance for construction of another high level platform, goods godown, a book stall and siding at Rewa Railway station, construction of Lalitpur-Singrouli railway line and running of trains and long awaited Rewa-Mirzapur gauge line be given as early as possible. Rewa is a 'Category A' railway station. It should be developed as a model station. Whenever I met hon'ble Minister of Railways, he has given assurances to fulfil it. But if he shows similar kind of magnanimity towards the said matters as he had displayed regarding Rewa-Jabalpur Intercity express, residents of Vindhya region will shower him with many many thanks. We have been friends since pre-emergency period. He keeps this fact in mind during conversation and social intercourses. I will be pleased if he concentrates on providing rail facilities to Rewa.

By calling on him at Rail Bhawan, he was given a memorandum for changing the time schedule of Rewa-Delhi Superfast Express by all the MPs belonging to Rewa division. Then also a promise was given that its time-schedule will be altered. I have raised this issue many times in the House also. But time schedule of so many trains have been changed, It is very unfortunate that its time schedule has not been changed. If the time schedule of Rewa Delhi Superfast is not changed, in the course of time, the service of the said train could be discontinued. Therefore its time schedule should be revised so as to ensure that the said train reaches Delhi by 10.30 am.

Residents of Rewa region had an option to board Mahakoushal Express from Satna at 18.15 hrs. but its time schedule also has been changed and the Mahakoushal Express also arrives at Hazrat Nizamuddin at 13.30 hrs. This is creating a lot of inconveniences for the residents of Vindhya region.

Despite his consent to my demand for extending Rewa-Chirmiri-Bilaspur passenger train upto Raipur, it is

very unfortunate that there is no provision for it in the budget, please include this in the current budget itself, it will not entail any expenditure. As regards the rail budget for the year 2007-08 presented by the hon'ble Minister for Railways is concerned, if we look into the speech of the Minister of Railways very closely, we can see that high hopes are aroused in the budget in vain, however the said budget vindicates the saying much cry little wool. It has been said in the budget that without increasing fare and without levying any tax, passenger amenities have been increased. Loss making railways has been transformed into profit earning one. But the ground reality is just opposite. Fares have not been increased directly but indirectly passengers are compelled to pay more. Without increasing facilities and speed of the trains, a number of trains have been upgraded as Superfast trains.

Consequently, an additional amount of Rs. 20 is being recovered from passengers. A provision of issuing tickets of Tatkal reservation five days in advance had made the meaning of Tatkal redundant and through this middle men are being encouraged. Not only this, for Tatkal reservation fare is charged from the originating station to the last destination inspite of the fact that the passenger may deboard at any of the stations in between. Not even a penny is returned to the passengers on the cancellation of the tickets taken through Tatkal reservation system.

Similarly cancellation charge for general class tickets has been increased from Rs. 20 to Rs. 40. An additional Rs 10 per passenger has been charged on general class return journey tickets. Waiting list cancellation charge has been increased from Rs. 10 to Rs. 20. Poor passengers are bearing the brunt of this burden.

During travel, passengers are seen expressing the views that for the last several months trains are not being run on their scheduled time in the name of avoiding terrorist activities in the trains but some other arrangement should be made for the security and trains should be run on their scheduled time.

There is an eternal absence of public conveniences in other platforms except platform no. 1. As a result passengers, especially, women encounter very awkward situation. Therefore, public conveniences be provided at all platforms.

Safety, cleanliness and civic decorum are very adversely affected i.e. all claims made by the Rail Minister regarding safety and sanitation are proving hollow.

*The speech was laid on the Table.

SHRI JAYSINGRAO GAIKWAD PATIL (Beed): Sir, I am grateful for giving me an opportunity to speak. In this rail budget a lot of facilities have been provided and a number of new trains have been introduced.

19.25 hrs.

[DR. SATYANARAYAN JATIYA *in the Chair*]

Many trains have been regularized in this budget. Garib Rath has been introduced. Cushioned seats are being provided in the second class. In spite of all this, fare and freight have not been increased. Railways have earned a profit of Rs. 20000 crore. The hon. Minister of Railways has worked hard and taken personal interest to make successful headway in this regard. For that I would like to congratulate him. The hon'ble Minister of railways has given doles and largesse to every part of the country. But it is unfortunate that I have drawn a blank. Ahmednagar-Beed Parli (west) railway passes through my constituency. Only Rs. 10 crore have been provided for this. It is very unfortunate. Not only me, but all the people of my constituency are pained, enraged and angry by this act. Mr. Chairman, Sir, demand for Ahmednagar-Beed Parli (West) railway project is a 65 year old demand of the people of this area. The Nizam of Hyderabad wanted to construct it in the year 1944 and he was on the verge of building it. But the Home Minister of the country at that time, hon'ble Sardar Patel, annexed Hyderabad with India and after that the railway project got stalled. After independence not even a single Minister or Railway Ministry paid attention towards it. It was overlooked by everyone. Despite all these efforts the people of my constituency are not fortunate enough to have rail connectivity. It is a very unfortunate thing. Had there been the rule of Nizam, perhaps the rail would have come into reality.

MR. CHAIRMAN: After Nizam, who put on hold the project and prevented it from taking shape?

SHRI JAYSINGRAO GAIKWAD PATIL: Sir, people from both the sides were guilty of stalling the project. Hurdles are hurdles, the people who withheld the project kept changing. People of my constituency are saying that had there been the rule of Nizam, they would have been in a better position. This rail line has been included in the Budget of 1995-96. It got clearance in February, 1997. All the hon'ble Ministers of railways have paid no special attention to it till date. The total provision made for this rail line till date is Rs. 83.75 crore while only Rs. 15.06 crore have been spent. Where is the remaining amount?

That amount has not been spent. It means that the provisions being made in the budget are mere eyewash. Is it not a crime not to spend the amount provided in the Budget? The Railway Ministry is repeatedly committing this mistake.

There are about 113 culverts on this new rail line. This work could have been undertaken separately. There are 23 stations; the work relating to those could also have been taken up separately, but that was not done. After the general elections to Lok Sabha, I along with the hon'ble Minister of Railways, Shri Lalu Prasad Yadavji, hon'ble Minister of Agriculture, Shri Sharad Pawar ji and my sister, hon'ble Shrimati Suryakanta Patil held a meeting with the railway officials. This meeting was held on 18-06-2004. It lasted for one and a half hours. We had a discussion on all the matters in a cordial atmosphere. No one negated the other. From our side, hon'ble Sharad Pawar made a proposal of providing Rs. 100 crore for Ahmednagar-Beed-Parli (West) rail line and the hon. Minister readily agreed to it. Not only that, emphasis was also laid on expeditiously accelerating the process of acquisition of land for this purpose. But when the Budget came, I was disappointed to note that in spite of having so much discussion during the budget of 2005-2006 and after giving an assurance of allocating Rs. 100 crore and even after not refusing any demand, only Rs. 10 crore have been provided. When Shri Nitish Kumar ji was the Minister of Railways a sum of Rs. 20 crore was provided for it.

Gross injustice has been done to my constituency so far as railways is concerned. A meagre sum of Rs. 10 crore had been provided in the budget of 2006-07 and in the Budget of 2007-08, again Rs. 10 crore have been provided. I could not make out why the Ministry of Railways has a fascination for the figure of Rs. 10 crore. The most unfortunate thing is that the said amount is not being spent; it is lying unspent. That is why I doubt the bonafides of the department of railways. The land acquisition work of about 100 villages of Beed district has been completed on his behest. The proposal for land acquisition has been pending with the railway board since 20-10-2005. It is very unfortunate that the said proposal has not been cleared so far. It could not be ascertained as to what are the reasons for not giving clearance to the said proposal. The process of land acquisition has to be notified under section 4 of the Land Acquisition Act and ratified under Section 6 within the span of one year, otherwise proceedings under Section 4 get lapsed and then, the land acquisition process has to be set in motion afresh. For reasons best known to them, they have not

[Shri Jaysingrao Gaikwad Patil]

done that. Beed district administration has repeatedly brought it to the notice of the Ministry of Railways. The Railway Board has been intimated about it through various letters dated 8.02.06, 16.10.06 and 30.12.06. But the board deliberately overlooked these. The Board has not cleared it so far. The district administration could not disburse approximately Rs. 14 crores due to the farmers. What is the reason for not according approval to the said proposal within the time frame. Rs. 83.75 crore are available with the Board, process has been completed, then why is it that the approval has not been accorded? With regard to this approval, I raised this matter in the House under rule 377 on 3.8.2005 and 28.11.05. I raised this matter during my Railway budget speeches also on 1.03.2006. Not only this, I wrote letters to the hon'ble Minister of Railways on 7.05.06, 17-06-06 and 17-09-06 seeking approval for the said proposal, but it fell on deaf ears of the Minister of Railways and the Railway Board. This is very unfortunate. ...*(Interruptions)* I have got plenty of time at my disposal; I am the lone member speaking on behalf of NCP. ...*(Interruptions)* No other member is going to speak on behalf of my party. ...*(Interruptions)*

MR. CHAIRMAN: This is not a party matter.

...*(Interruptions)*

SHRI JAYSINGRAO GAIKWAD PATIL: I may be given 15 minutes time allotted to my party.

MR. CHAIRMAN: You don't have 15 minutes; only five minutes each are being given to members.

...*(Interruptions)*

SHRI JAYSINGRAO GAIKWAD PATIL: How can it be so? ...*(Interruptions)*

MR. CHAIRMAN: How was it done, that I don't know, but I have been told so. There are still eighty hon'ble members left to speak.

...*(Interruptions)*

SHRI JAYSINGRAO GAIKWAD PATIL: All the remaining speakers are going to speak on behalf of their parties. Please listen to me. Please give me my party's time; I will not take other party's time. ...*(Interruptions)*. I will conclude my speech before time. Please, listen to me. ...*(Interruptions)*

MR. CHAIRMAN: It is ok; you can take 2-3 minutes more.

SHRI JAYSINGRAO GAIKWAD PATIL: Mr. Chairman, Sir, I would like to know whether this work will continue in this way? Much is talked about Garib Rath and about providing cushioned seats in second-class compartments. It is being said that the Railways has earned a profit of Rs. twenty thousand crores. Big brother, out of this, some amount should be given to Ahmednagar-Beed-Parli (West) railway line also.

There are a number of freedom fighters in my constituency; there are a number of labourers in my area. Through you, I would like to request the hon'ble Minister of Railways to understand the feelings, sacrifices, devotion and the demand of the freedom fighters. They fought against the Nizam, the British and the Portuguese. But for them, we would not have been sitting here today. What all they have been demanding—only a railway line. Can't we provide this much in lieu of their devotion and sacrifice? Will the freedom fighters and labourers of my constituency not be able to avail railway facilities? Is that the intention of the department of railways? What is the reason behind it? I have been demanding for a new railway line of Ahmednagar-Beed-Parli (West) for the last nine years. I have left no stone unturned for this right from holding meetings, discussing with everyone, raising matter under rule 377 in the House, making speech on the railway budget and above all writing many letters to the hon'ble Minister of Railways, but justice has not been meted. Are we not a part of UPA? This is a big question haunting me. ...*(Interruptions)*.

MR. CHAIRMAN: You ask them whether they treat you as part of UPA or not

SHRI JAYSINGRAO GAIKWAD PATIL: I am asking through you. Do they feel that there is no meaning, use or need of our support? ...*(Interruptions)*. I would like to quote a couplet:

Zindagi ko dua na de zalim, Zindagi kisko raas aayi hai,

Gairon se shikayat kya karein, Hamne apanon se chot khali hai.

MR. CHAIRMAN: For them

Gairon se nahi phursat, apanon se nahi khali,
Chalo ho chuka milna, Woh na khali na ye khali.

SHRI JAYSINGRAO GAIKWAD PATIL: Entire NCP has made a lone demand that Ahmednagar-Beed-Parli Baidhyanath railway line should be constructed as early as possible. For this purpose a provision of Rs. 100 crore should be made in the year 2007-08. A song comes to my mind. I would like to recite one line of it in the House.

MR. CHAIRMAN: Is it necessary to sing a song in the Railways?

SHRI JAYSINGRAO GAIKWAD PATIL: Main karoon kis se gila, Jab alampanah ne loot liya. The entity expected to ensure justice is itself doing injustice, then where can we go? If we are not getting justice from hon'ble Minister of Railways, Department of Railways, and the Supreme Legislative body of the country, then should we approach the hon'ble Supreme Court? Who will hear us?

Mr. Chairman, Sir, please give instructions to the Minister of Railways to make a provision of Rs. 100 crore in the budget of 2007-08 for the construction of Ahmednagar-Beed-Parli Baidhyanath railway line. All the organizations including freedom fighters cutting across all the sections of society, citizens, voluntary organizations and journalists have staged all kinds of demonstrations for their demand. Day-by-day this movement is acquiring volatile proportions. The common man feels that the said railway line should be completed. For this purpose more and more provision should be made but that is not being done.

Mr. Chairman, Sir, is there no room for non-violent and democratic demonstration in this country of Mahatma Gandhi? Is violent protest the only way to get any demand fulfilled? Is damage to public property desired? Is burning of effigies of top leaders desired? Are they signaling us to adopt violent means by refusing our justified and long standing demand?

Mr. Chairman, Sir, through you, I again request the hon'ble Minister of Railways to increase the existing provision of Rs. 10 crore in railway budget of year 2007-08 to Rs. 100 crore. The proposal of land acquisition should be immediately given approval. Not only this, the existing provision of Rs. 83.57 crore, which is going to be increased, should be fully utilised till March, 2008 and this project should be completed within scheduled time frame. With these words, I conclude my speech.

*SHRI RAVI PRAKASH VERMA (Kheri): Sir, I would like to raise some points during discussion on Supplementary Demands for Grants (Railways) 2006-07. I would like to congratulate the hon'ble Minister of Railways for presenting the railway budget with the railways earning profit consecutively this year too. It is expected that the Indian Railways will become the railways of international standard under the leadership of hon'ble Lalu Prasad Yadav ji.

In his budget speech, the hon'ble Minister of Railways has given an assurance for the gauge conversion of railway line from Lucknow to Pilibhit. The entire region is happy over this assurance. This is definitely going to become a very important freight corridor. But the people are hopeful that sympathetic consideration would also be given to extending the work of gauge conversion of this stretch upto Bareilly which is just forty kilometers ahead of it. The people of Janpad Lucknow, Sitapur, Lakhimpur, Pilibhit and Bareilly would come in the mainstream and get opportunities for development after the completion of this gauge conversion work.

A railway line passes through Dudhwa National Park in Kheri district. Many accidents have occurred due to the trains passing on this line and many protected wild animals like Tiger, Elephants etc. have been killed. Due to it, a demand for laying a new line via Palia, Majagai, Nidhasan, Singhai up to Belrayan, is being raised. Lakhs of local people would be benefited by this alternative route. The railway line passing through forest, not covering any population remains unuseful. I would like to remind that the gauge conversion of this railway route has been undertaken in the recent past. Therefore, this work can be easily accomplished.

Pallakalan railway station (NER) is linked with the famous tourist spot, where tourists from the entire country arrive, but passengers face a lot of inconvenience in the absence of computerised reservation facility at this station. Therefore, I would like to request him to take an immediate decision in this regard.

This station is also lacking in passenger amenities and the platform is very small. I would like to request the hon'ble Minister to raise the level at Palia railway station and a Yatri Niwas should also be constructed there, so that the tourists coming over there may get lodging facility.

*The speech was laid on the Table.

[Shri Ravi Prakash Verma]

There are some important railway crossings on this section of North Eastern Railway where railway overbridges (ROB) are required to be constructed. It has been demanded for a long time that there is a need to construct an ROB at Matlaya railway crossing, Ghardhan railway crossing near Gola Gokarnath railway station and at Rajapur railway crossing near railway station in district headquarters Lakhimpur on priority basis. The gauge conversion work has also been proposed on this rail section. I would like to request that this work should also be done during this period.

During the last year fresh survey was proposed to be conducted for laying new rail line from Shahjahanpur to Gola Gokarnath. The above proposed line should be extended beyond Gola Gokarnath upto Velrayan Tikunia via Majgal Nidhasan.

There is a need to increase the speed of passenger trains and goods trains. For this special schemes are required to be formulated. It is a well known fact that the increase in the speed of traffic doubles the pace of growth in economy. So, it is a special focal point of consideration.

Changes are being introduced in catering services of Railway. I would like to submit that there is a need to build special infrastructure for this. It is a source of increasing the revenue of railway. So, there is a need to enhance the quality after conducting a special study in this regard.

As the National Highways are being developed by way of setting up of National Highway Authority of India similarly in this age of globalization, the need for an international railway corridor from Western Europe upto coastal region of south East Asia via Middle East is being felt. Today, the face of Indian railways is changing and the Indian railways is capable to translate this mega project into reality. We all are confident in this regard. I feel that this international mega project is a big challenge for the Government of India and the Minister of Railways. This project will lay the foundation for providing new direction to the Indian youths in this age of globalization. India has established its identity as a fast growing economy and large number of people from across the world are coming to India. I hope that this International Railway Project will play an important role in furthering accelerated economic development of India. It is essential to recall in this regard that an ambitious rail project across Himalayas has been established by our neighbouring

country China and the Chinese economy is being benefited on account of this. So, it is essential for the Indian Railways to take new initiatives.

With these words, I conclude.

[English]

*SHRI P.C. GADDIGOUDAR (Bagalkot): Sir, I would like to bring to your kind notice regarding the Railway Budget. Sir, after going through the Budget Copies I had been surprised, that the funds provided to Karnataka State is very meager and inadequate. There are so many ongoing Railway Projects in our Karnataka State to complete the all projects we required the huge funds.

Sir, Gadag-Bagalkot Gauge conversion project is to be completed expeditiously, anyway I am happy the project was included in the fixed target.

Sir, in my Bagalkot Constituency we have sugar and cement industries. For transportation and development of those industries we need Railway facility. Ilkal town in my district is noted for its silk sarees and red granite stones world wide to develop the said city, we must have a new Railway line. In my Constituency there are world historical places like Pattadakal, Aihole, Badami and Kudalasangam. To improve the Tourism we need Railway facility.

Hence, I request the Hon'ble Railway Minister for development of my Bagalkot district the following new Railway projects may please be approved and included in the present Railway Budget.

- (i) Shahabad (Gulbarga Dist.)— Bagalkot - Kudachi (Belgaum Dist.)
- (ii) Hospet to Almatti.

DR. R. SENTHIL (Dharmapuri): Sir, I rise on behalf of *Pattali Makkal Katchi* and on behalf of our beloved *Ayya*, Dr. Ramadoss, to support the fantastic Budget proposed by our hon. Lajuji for the Railways for 2007-08.

Sir, on the day when the hon. Minister presented the Budget, there was a huge noise in Parliament. People tried to suppress his voice but the next day, newspapers all over the country applauded the Budget. They said that this is the best Budget ever presented. Those who

*The speech was laid on the Table.

made noise may know the news. That is the very justification to say that this is a fantastic Budget. I am not going to the extreme details as to why it is a fantastic Budget but I would like to say a few words. The key of Lalu ji and his fellowmen have transformed the Railways from a loss-making body into a profit-making body. It is the best example of a public sector to show that it can perform like a private sector and even better than any other private sector in the country. We should notice the performance ratio of 78.7 per cent. The record of Indian Railways is also considered as one of the best in the world, and that speaks of the performance of the Railways.

They have done so many things to make profit. They have made sure that no wagon goes empty; they have made sure that no seats are empty and they have done this. Our hon. Ministers Shri Lalu Ji and Shri Velu Ji had been the two rails and they are carrying India forward. They did not behave like just the Chief Executive Officers; they behaved as men of true hearts. They have thought of who travel in the unreserved classes; they made sure that they get cushioned seats. They also took care of those men and women who are above 45 years and made sure that they get lower berths.

I have only a very few points to mention. I congratulate the Ministry for ensuring that there will be a drive for recruitment of SCs/STs. I only request the hon. Minister to extend it for OBCs. He has mentioned that the Railways would pursue aggressively to ensure 27 per cent reservation. I want to say only one thing. The UPSC has not done well with regard to reservation. Sorry for mentioning this here. But when we go into the records, UPSC actually had cheated. They had actually given reservation for those candidates who actually would qualify under open category. This has to be looked into. Unfortunately we do not have a Parliamentary Forum for OBCs. I request the Ministry of Railways to go into the details and ensure that actually 27 per cent reservation is implemented fully for SCs/STs.

Of all the schemes that I am going to applaud, there is only one scheme that I want to congratulate the Ministry for. This is about Salem Division. It is our dream for more than 50 years. It is very much required. Our hon. Members have mentioned here that people of Kerala and Tamil Nadu are brothers. True. We are brothers and hence our ancestral property has to be divided equally among ourselves. 1,332 kms. in this Palghat Division is going to be divided equally. Correct. If you see the facts, even

after division, there will be six more Divisions which will have far less than 500 kms. in the whole nation. It is a custom to divide larger States for administrative reasons. They had divided Bihar into two huge States. Even in Tamil Nadu, we have a demand that it should be divided into two for administrative reasons. We have so many districts that had been divided. ... (*Interruptions*) Take the examples of Bihar. Jharkhand is bigger area-wise.

SHRI P.C. THOMAS (Muvattupuzha): He has quoted a very good example! We also approve of that.

DR. R. SENTHIL: Even after division, 8800 employees will be with Palakkad Division and only 8200 employees with the Salem Division. After division, Palakkad Division will have Rs.260 crore as income whereas Salem Division will have only Rs.200 crore as income. Some people say that the division will take away the income of Palakkad Division. I want to say that income is not the income of Palakkad Division or Salem Division. It goes into the Central kitty of the Railways; it will go into the Railways Budget and divided equally among various sections.

Salem Division was a demand and a dream for us. I thank the hon. Minister for ensuring that it will be operational as early as possible and also for allocating money for immediate operation.

I have a couple of small demands which I will present. I thank the hon. Minister for ordering a survey for a link between Morapur and Dharmapuri. I would only request him to expedite the survey and start the work at the earliest.

He had said that they have reduced the fares of passenger trains. But what I am looking at is many passenger trains have been converted into express trains, thereby increasing the fares by Rs.20. I just would like to know how many passenger trains the Ministry had introduced in the last few years. Now, the passenger trains have become non-profitable and hence, no new passenger trains had been introduced. The Ministry of Railways is not a profit making firm alone; it has got social commitments. Railways should continue to operate more and more passenger trains. Railways cannot be fully passenger-oriented company; it should serve the social obligation.

So, I request for more and more passenger trains to be operated. I thank you for increasing the number of unreserved coaches, which is a social commitment.

[Dr. R. Senthil]

Likewise, I request that the Jolarpet-Erode Passenger train may be extended up to Tirupati.

I have another couple of small demands which I would read out. A new railway line was requested between Tiruvanmiyur-Mahabalipuram. A survey had been done. I request that the work on that line may be taken up early. Kanchipuram-Arakonam line needs electrification. I request the Railway Minister to expedite the work. Likewise, they can plan for a circular train from Chennai-Chengleput-Kancheepuram-Avadi-Central.

It will have a huge potential because it is a very important trade link.

I would request a train link between Puducherry to Chennai and operation of a Shatabadi Express is requested. Karaikkal, a backward area in Puducherry State has got no train linkage. I would request the hon. Minister to do some study to get Karaikkal on the train map. Likewise, Puducherry-Bangalore-Hyderabad link is requested. Some survey had been done. I request that this should be made operational.

I do not want to make any division on language. Language is the most important communicator. While appreciating the Budget speech, I would say that there were quite a few Hindi poems which I could not understand. Since I do not understand Hindi, I would have appreciated if a translation had been given along with the speech. In future I request that the Railway Budget speech may be given in all the 18 languages so that everybody gets the copy in his mother tongue.

*SHRI P.C. THOMAS: Sir, I hope the Budget on Railways 2007-08 will be approved with the following additional points.

1. That the provision of Rs. 3 crores for the newly formed Salem Division shall be withdrawn if its boundaries are not altered. As of now there is great injustice of having taken more than 60% of the existing Palghat Division in Southern Railway. This will in effect reduce Palghat Dn. to a miniscule. If a new Division is to be formed with Salem as Headquarters its area must be carved from all the nearby Division like Chennai, Bangalore, Madurai, Thiruchirapally apart from a similar portion from Palghat Division. I request that till such reforming of boundaries the further proceedings regarding Salem Dn. may be stopped.

2. The Hon'ble Minister of Railways has assured Members of Parliament from Kerala, that the question of Salem Dn. will be finalized only after a discussion with the Chief Minister of Kerala and Tamil Nadu. The time within which such a Conference was to be held has long expired. Hence I request that such a Conference may be called immediately.
3. The prestigious new Railway line sanctioned to Sabarimala from Angamali has been allotted only ten crores of rupees. This is totally insufficient. At least Rs. 100 crores should have been allotted and construction work started without delay.
4. A new Railway Zone should have been sanctioned with H.Q. in Kerala as a South East Railway.
5. More amount should have been allotted for doubling of Railway lines in Kerala.
6. More trains may be sanctioned from Kerala to Bangalore. At least one daily train may be sanctioned as aforesaid.
7. There are several cases where passengers in long distance trains while getting seriously ill are deprived of due medical assistance. So a doctor should be posted in all long distance trains.
8. A Railway Sports Complex should be started in Cochin, Trivendrum or Kozhikode.
9. Licenced Railway Porters are in great difficulty as they do not get enough job. They may be given jobs in parcel loading or their co-operatives or welfare societies may be given priority in parcel loading contract works.
10. A Railway over bridge may be constructed at Mulamithuruthy and a Railway under bridge at Kambivelikkakam (Thiruvankulam Panchayat) in Emakulam Dt. in Trivandrum Division in Kerala on Emakulam—Kottayam Rail route.

The above points may kindly be favourably considered and proper declarations be made by Hon'ble Railway Minister in his reply speech.

*The speech was laid on the Table.

[Translation]

DR. SHAFIQR RAHMAN BARQ (Moradabad): Mr. Chairman, Sir, first of all I would like to congratulate the Minister of Railways, hon'ble Lalu Prasad ji for he has done such a commendable work during the last three years to make the railway department a profit making institution that no Minister of railways prior to him could do in such a manner. The railways has earned Rs.20,000 crore for the country and in fact Lalu ji, the State Minister and the officials of Railway department deserve special commendations for their efforts.

If the entire country is also managed in the way Laluji is managing the railways, I feel that the country can achieve phenomenal heights in the field of development. Presently, more and more hard labour and self sacrifice is required for the country. On this occasion, I would only like to submit that even today there are platforms at several railway stations and junctions which have no tin shed. So there is a need to upgrade them.

As far the railway junction of district Moradabad is concerned, It is not only a junction but also a railway Division. Despite being a railway Division, Moradabad station has not yet been upgraded. It lacks in many respects. There is shortage of platforms. There is no resting place for passengers at platforms or sheds for their protection during winter, rainy or summer Seasons and it is on account of this that they have to face many difficulties. So, I would like to request the Minister of Railway that this junction of Moradabad Division should be upgraded and other stations upto Shahjahanpur under the said division should also be upgraded. I would especially like to mention here that in 1997-1998 I had demanded for laying of new railway line upto Sambhal via Hasanpur-Gazarola. Last year too, I had raised this issue during discussion on Railway Budget and in reply to that the hon'ble Minister of Railways had said that Rs. 104 crore would be required to lay this line. He had also expressed his apprehension regarding the financial viability of this project. Probably, it is on account of this that he virtually dropped this proposal. I would like to know from him whether all works are done only for earning revenue.

There are many areas in the country which are deprived of public facilities that need to be provided to them. Sambhal occupies a special place in the history of Moradabad district that had also been the capital and was a State (Suba) during the Mogul period but presently it is a Tehsil Similarly, Hasanpur is another Tehsil which

has no rail connectivity. The people of my constituency are facing many difficulties and I have raised this issue time and again in the House. However, Hon'ble Minister of Railways has not paid attention to this issue. He has rejected the proposal of laying this line on the pretext that it will require a huge amount. So, I emphatically demand that Sambhal should be connected with Gazraula via Hasanpur at any cost so that our town may develop. Hasanpur and the other Tehsil may also develop and lakhs of people may get relief on account of this. I have demanded from the hon'ble Minister earlier also and today once again I emphatically appeal that Sambhal should not be deprived of this rail line. It will be a gross injustice to us if the railway line is not provided. I have no objection that crores of rupees are being spent in other areas, lines are being constructed, trains are being introduced, however, I would like to submit that railway line should also be constructed in our area. Presently, there is only a branch line upto Sambhal and that too is not operational. Presently that line is not in working condition. Through, the House and the hon'ble Chairman, I would like to ask the Government whether the said line will be constructed or not? If it is not done then I will sit on a dharna in this House because I can not face the people of my constituency if the said line is not constructed from Sambhal to Gazraula via Hasanpur. I want that this line from Sambhal to Gazraula via Hasanpur should be constructed at any cost, so that, we may easily go to Delhi. If it is not done then it will be a gross injustice to us. We respect hon'ble Lalu ji. Whatever charisma he has done as a Minister of Railways is worth mentioning and for this he deserves commendation. Others should also take less on from him. I can say only this that I am confident that the reply that I will receive from hon'ble Laluji will convey that railway line will be constructed between Sambhal and Gazraula.

*DR. KARAN SINGH YADAV (Alwar): Mr. Chairman, Sir, I fall short of words of commendation for the budget in words presented by the hon' Minister of Railways who is living in the hearts of people of the country and has visualized the dream of making Indian Railways the number one railways of the world.

Praising someone in one's presence qualifies as flattery and sycophancy but not conveying the sentiments of crores of countrymen would also be an act tantamount to ungratefulness. While watching live telecast of the budget, amidst heavy uproar, crores of countrymen were applauding the budget and everybody was saying '*Laluji da jawab nahin*'. (There is no match for Laluji).

*The speech was laid on the Table of the House.

[Dr. Karan Singh Yadav]

During the last three years, the profit earned by Railways has been continuously increasing and it has reached the level of Rs. 20 thousand crore. Despite increase in the price of diesel, petrol and coal, he has not raised the fares, but has provided relief to the people by reducing the fares of all classes.

I have also attended the inauguration ceremony of double slade container train from Jaipur to Pipava and now the inauguration of three storey container train is awaited, the announcement in regard to which has been made by Laluji in this budget.

With the resolution of celebrating the year 2007 as the Year of Sanitation, continuous efforts are being made for brining about improvement in sanitation facilities. He has addressed the problem of common man by making provision of cushioned seats in second class unreserved compartments. Relief to common man has been given by providing additional coaches of general class in all trains. The provision of separate coach for handicapped and lower berth for senior citizens and women has been praised everywhere.

He had opened new avenues in rural employment for workers and farmers by introducing 'Kulhars' and use of 'Khadi' and by opening retail outlets of milk, butter milk and diluted yogurt. The decision of attaching separate vender coach for retail sellers of milk cartons, fruit and vegetable will provide relief to rural milk sellers and artisans.

Now, I would like to draw the attention of the hon'ble Minister towards problems related to my Constituency and put forth those before the hon'ble Minister.

I have been making a request for a new rail line from Rewari to Bhiwari for a long time. Bhiwari is an industrial city in Rajasthan which has been progressing at a very fast pace. Approximately, 1500 industrial units are operating over there and an inland container depot is also situated there.

There is a dire need of providing a stoppage to Ashram Express and Bareilly New Bhuj Train at Rajgarh station of my constituency. I request that these trains should be provided stoppage at once on experimental basis. Due to discontinuation of providing stoppage to Delhi-Jaisalmer Intercity Express at Harsaul station since February 15, the rural population of this area is facing a lot of inconvenience. I request the hon'ble. Minister to ensure that the stoppage be provided again.

The work of doubling Jaipur route via Rewari and Alwar should be expedited. Sanction for doubling of line from Alwar to Harsouli has been accorded in this budget. I would like to thank him for this. Therefore, the doubling of the rest of route should also be undertaken immediately.

The demand for opening of a computerised reservation centre in Kheirthal, which is a large agriculture produce market, and construction of foot overbridge 200 metres north of crossing number 93 is a long standing demand. I request that sanction for these works should be given in the budget.

Delhi-Ahmedabad Rajdhani Express should be provided stoppage at Alwar.

A pit line for cleaning and maintenance of rail coaches should be constructed at Alwar.

Alwar, a city in National Capital region, has a huge potential for development. Therefore DMU between Delhi and Jaipur should be introduced.

A Garib rath train between Delhi and Jaipur via Alwar should be introduced.

In 1996-97, the Ministry of Railways had taken a decision to set up Flag station at Shivaji Park, Alwar. Even today, additional rail line near Shivaji Park is lying unutilized. If Flag station is constructed at Shivaji Park, more than half the population of Alwar which lives in the Shivaji Park, and its neighbouring areas would be benefited. It takes approximately 14 minutes to travel from Alwar to its nearest station. If Shivaji Park is made a Flag station, then this distance would get reduced to only 7 minutes which would not only be beneficial in terms of railways operability but would also prove financially rewarding.

The Express Train No. 4201-4202 running between Lucknow and Mathura should also run via Alwar and Rewari. At present only passenger trains runs between Alwar and Mathura. The passengers of Alwar and Harayana would get direct rail connectivity to Agra, Kanpur and Lucknow by extending it to Lucknow, Mathura and Rewari.

The face of my own District Headquarters Station Alwar is changing day by day and today Alwar is fast developing as a neat and clean station equipped with state of the art facilities. Alwar is the main entrance to

Rajasthan and besides the Sariska Wildlife Sanctuary it hosts dozens of tourists places. So, there is a dire need to increase the railway transport facilities there. Many a long route train terminate at Jaipur, Mathura and Rewari. These trains can be extended upto Alwar without putting in any additional cost. I am enclosing the list of following trains which should be extended upto Alwar-Jaipur-Rewari.

1. The Super Fast 2956 from Jaipur to Mumbai leaves from Jaipur at 14.10 p.m. This train arrives at Jaipur a day before at 12.55 p.m.
2. Jaipur Mysore Express 9776 (Monday and Wednesday) Arrival 6.20 a.m., Departure 19.40 p.m. Similarly leaves from Mysore to Jaipur on Thursday and Saturday.
3. Jaipur-Chennai 2968 (Friday and Sunday) Arrival 6.20 hrs. Departure 19.40 hrs., plies from Jaipur on Sundays and Fridays.
4. Jaipur Indore Super Fast 2974 (Tuesday and Thursday) Arrival at 8.30 hrs, Departure 21.15 hrs., Departs from Indore on Wednesday and Friday.
5. Jaipur Ernakulam Marusagar 2978 (Friday) Arrival-14.05 hrs. Departure -22.05 hrs.
6. 7 R D train from Delhi to Rewari arrives Rewari at 21.00 hrs. and Departs from Delhi the next day at 06.30 hrs. Therefore, it can be extended upto Alwar/Bandikui.
7. RX Hissar to Rewari Arrival-10.15 hrs., Departure-17.30 hrs., this train can be extended upto Alwar.
8. 9 R D Delhi Rewari Arrival-22.30 hrs., Departure-Next Day 7.50 hrs.

*SHRI JASWANT SINGH BISHNOI (Jodhpur): Sir, I support the railway budget. Fare has not been increased in the railway budget. It has benefited the common man. No tax has been levied in this railway budget. Very less attention has been paid to Rajasthan particularly western Rajasthan in this Railway Budget. Weekly trains ply from Chennai, Bangalore, Hyderabad, Sikanderabad, Puri etc. from my constituency Jodhpur. Within an hour of the starting of the booking of these trains there is 'no room' and the common man has to face a lot of inconvenience. I request the hon. Minister to increase the frequency of

*The speech was laid on the Table.

trains from Jodhpur to Chennai, Jodhpur to Bangalore, Jodhpur to Hyderabad, Jodhpur to Secunderabad, Jodhpur to Puri. He should issue an order to ply the weekly trains two or three times a week. The number of trains from Jodhpur to Haridwar and Jodhpur to Mumbai should also be increased.

Sir, a large number of people belonging to Jodhpur reside in southern region of India. The increase in frequency of the trains would benefit the common man more. I feel there are very few trains which have 'no room' within an hour of the starting of booking. The demand for introduction of a new train between Jodhpur and Pune has been pending for a long time. The hon. Vice-President of India had asked for the introduction of a new train between Pune and Jodhpur. So, a train between Jodhpur and Pune should be introduced which could benefit the common man. There is no train between Jodhpur to Madhya Pradesh and Chhattisgarh. A large number of people from Rajasthan live in Madhya Pradesh and Chhattisgarh. So, new trains may kindly be introduced between Madhya Pradesh and Chhattisgarh.

Sir, there is no train from Mumbai to Jaisalmer. Thousands of tourists face difficulties on this account. New train should be plied between Mumbai and Jaisalmer. There is no train between Jaipur and Jodhpur. It causes a lot of inconvenience to the general public. So, he may oblige us by giving orders to introduce new train between Jodhpur and Jaipur during the day. There is no train between Jodhpur and Dwarka. There are thousands of commuters to Dwarka, they change trains from place to place. People of Western Rajasthan particularly those of Jodhpur feel that a new train should be introduced between Jodhpur and Dwarka so that people could visit the centre of their faith Dwarka. The work of a signal system from Phulera to Jodhpur of Jaipur is incomplete, so it takes one and a half hour more. The auto signal system should be started immediately from Phulera to Jodhpur. There were many unmanned crossings in Western Rajasthan, however, those crossings have been abandoned after gauge conversion.

Due to this, the people living in villages are facing lot of difficulties. They have to travel extra 50-100 kms due to the closure of unmanned railway crossing while only few trains are running in Western Rajasthan. Through you, I would like to request the Minister of Railways to make the unmanned railway crossing, once again operational which was closed during gauge-conversion. In Western Rajasthan, survey for several railway routes like Bilsag to Bur, Nagaur to Falaudi, Falaudi to Barmer,

[Shri Jaswant Singh Bishnoi]

Sanchaur and Kandla has already been conducted but nothing has been mentioned in the Budget regarding operationalisation of these railway routes. Through you, I would request the Minister of Railways that work may be started on all those railway routes of Western Rajasthan in respect of which survey has already been conducted.

Sir, I had requested several times to provide employment to the youth who have done BTC but so far employment has not been provided to them. Further, I request that pathway of Second gate of Jodhpur railway Station should be constructed so that more and more people can use the second gate.

Sir, through you, I request the Minister of Railways to fulfil my above mentioned demands.

YOGI ADITYA NATH (Gorakhpur): Sir, first of all I extend my thanks to you for giving me an opportunity to participate in the discussion on Railway Budget for the year 2007-08. For the last few hours I have been listening to the views of the hon'ble Members expressed in favour and against the Railway Budget. It is surprising that Shri Lalu Prasad Yadav ji has been presenting the Rail Budget for the last four years and what miracle is happening, where miracle is taking place, I am flabbergasted by the attitudes of the hon'ble members speaking in favour of him. I can firmly say that after Shri Lalu ji became Minister of Railways, Indian Railways have ceased to maintain punctuality. In a bid to emulate the 'Biharkaran' of Lalujji, Railways have started to incur losses. It is still fresh in my memory that we had celebrated the 150th anniversary of the Indian Railways in the year 2003-04 and at that time there was a discussion that during these 150 years, Railways have witnessed many ups and downs. If Railways have become the synonym of Indian people's trust in these 150 years, there were various reasons behind it, like its very low fares and the extension of the rail network in the entire country. By establishing an egalitarian society from South to North and East to West, the Railways not only act as a string of unity and integrity but from the commercial view point and also from the social angle it has direct links with the common man thereby benefiting him a lot. However for some time, the Indian Railways which had been dubbed as the lifeline of Indian transport system, has been facing many challenges, the issue of safety and security is a big challenge before the nation, no provision has been made in the budget for this purpose. Apart from the academic announcements, nothing concrete has been done in this regard.

Sir, last month there was a bomb blast in Samjhauta Express and many innocent civilians were killed. Before that there was a similar kind of incident in the metro city Mumbai. Previous year, there was a bomb blast in Shramjeevi Express at Jaunpur, Uttar Pradesh. Dozens of civilians got seriously injured. We take the incidents of bomb blasts very lightly. There was a statement by the hon'ble Minister of Railways and during the discussion on the railway budget, he has stated that they will protect railways by increasing the number of dog squads. Whenever we neglect such types of terrorist attacks, it boosts the morale of the terrorists and dampens the spirits of our security personnel. I feel that by neglecting the security aspect, we are indeed destroying the lifeline of Indian transport system. No attention has been paid towards this significant issue related to the security of the railways.

The second issue is about safety. There have been regular discussion in the House in this regard. During the regime of NDA Government also, a safety Fund of Rs. 17 thousand crores had been setup. It was decided at that time that the modernization of the railway tracks, the repairing of the decrepit bridges, modernization of the signal systems and the updating of the inter locking system of railway level crossings would be carried out through this fund.

20.00 hrs.

However, we are pained to say that neither the Ministry is paying attention towards all these issues nor any sincere initiative is being taken in this regard. For gaining political mileage and interests, announcements are being made in the railway budget with a sense of political animosity which is not going to serve any purpose as there are many projects lying pending in the country which were undertaken under the political announcements costing more than Rs. two lakh crores. I feel that no benefit is going to be accrued either to the country or to the railways from such type of announcements. I would like to say that the railway budget presented by the hon'ble Minister of railways is directionless, it is nothing but selling dreams to the people of India. Important projects of public importance which could have proved crucial from revenue angle and from strategic view point, have been overlooked in this budget. This railway budget is an outcome of past prejudices. This can neither safeguard the interests of Indian railways nor it is in the interest of the country.

The hon'ble Minister of railways has promised that they will raise Indian railway's standard to international levels. It is surprising that due to political animosity a situation of regional imbalance has been created in the budget and some particular area is witnessing great progress and in some other parts the progress is zilch, then how can we provide services of international standard to our passengers? We are already facing the issues of safety and security, then how can we provide international level services? This is a big question. Freightage is the biggest source of revenue in Indian railways, announcements about additional trains are regularly being made but about freightage which is the largest source of revenue, there is not any clear announcements or clear guidelines in the railway budget.

The common man is not treating railway parcel service as an effective and safe option which could become a source of freightage and revenue generation. Besides, in the railway budget of 2005-06 the hon'ble Minister of Railways had announced the setting up of Railway Land Development Authority which was a good move at that time. We have been demanding for it. About the issues related to the railway land development authority, we had made demands earlier also that, if the surplus land of the railways, which has been taken into possession by the land mafia is utilised for commercial purposes then the roadside vendors will get employment and revenue of railways will also increase, and the encroached land would also be freed. On behalf of Gorakhpur Municipal Corporation, I have submitted a proposal in this regard to the Ministry of Railways. But it is really sad that the Ministry of Railways have not taken any action till now. I would like to request the hon'ble Minister of Railways to take initiative in this regard and keep the interests of street vendors and others in view so that proper commercial utilisation of waste land could be ensured. This step can prove important for increasing the revenue of the Railways.

The hon'ble Minister of Railways had announced that Railways would be freed of mafia and criminals and the quality of development works would be maintained, but I am sorry to say that yesterday a counsellor was killed in Lucknow when the tender process was going on. What does it prove? It proves that even today mafia and criminal elements are ruling the roost in railways.

I had given one more request in writing to the hon'ble Minister. A new station Domnigarh was constructed in Gorakhpur in the year 2003-04 on my request during the

NDA regime. The station collapsed during the first rain after its construction. I made a mention of this issue during the last budget that how the new station at Domnigarh collapsed immediately after construction and that action should be taken against the people involved in it. The construction was of inferior quality. Till now no action has been taken against those people and that station is still in the same position. I would like to draw the attention of the hon'ble Minister in this regard.

Mr. Chairman, Sir, in addition to it, there are several other issues. I said earlier, no train runs on time. Trains run late by three to five hours. There are two proposals in this regard. First of all, seat should be made available to every traveller who has purchased a railway ticket and to whom availability of berth has been assured by the Railways.

MR. CHAIRMAN: If speech is long, you may lay it.

YOGI ADITYA NATH: My speech is not very long, I will conclude in two-three minutes. I was saying that seats should be made available to them on reasonable prices. If seat is not made available to the passengers, then fares should be reduced in proportion to the facility provided. Second issue is that if train fails to reach its destination on time, then also fare should be reduced in that proportion. These are my two proposals. In addition to it, I would like to say that Gorakhpur is the headquarter of north-eastern railways. I would like to bring to the notice of the hon'ble Minister that since it is the headquarter of north-eastern railways, I would like to thank the hon'ble Minister for including some schemes for Gorakhpur in this railway budget. I do not understand the reasons for doing this, but would at least like to thank him for this. I understand that it was a compulsion, because trains to Bihar have to pass through Gorakhpur. Due to this, he has made an announcement in regard to electrification of railway line passing through Barabanki, doubling of the said rail line, alongwith its electrification should also be undertaken on priority basis, then only Bihar will develop. Besides that, during the discussion on the last railway budget and supplementary demands, I made a demand for construction of a railway overbridge at four places on the railway line at Gorakhpur. First at Kodaghat on NH-28, second on Char crossing, third on Humayunpur railway crossing and fourth on Surajkund railway crossing. Though, the Ministry of Railways has sanctioned overbridges for three places, and token money has also been allocated. I would like to request that Railways should make available full amount allocated

[Yogi Aditya Nath]

therefor and the proposal of construction of railway overbridge Kodaghat on national highway-28 should be approved on priority basis so as to resolve severe traffic problems on it. I have a few proposals related to north-eastern railways. In view of national security, Gorakhpur-Nautanva-Gonda loop line running along the Indo-Nepal border is important from strategic point of view. Gauge conversion of this line began in the year 2002-2003, which has not been completed till now. The said gauge conversion work which is important from strategic point of view should be completed without any delay. The construction of railway line from Anand Nagar to Ghugati via district Maharajanj Headquarters should be taken up and upgradation of Ghugati station should be undertaken. Rail connectivity should be provided from Gorakhpur to Bansgaon. Nakata Cantt. stations of Gorakhpur should be upgraded. Important Express Trains should be provided stoppage at Domnigarh station.

In the end, I would like to say that rail service from Gorakhpur to Lucknow and Allahabad via Ayodhya should be resumed. With these words, I express my gratitude to you for giving me an opportunity to present these important proposals in the House. While expressing my thanks to you from core of my heart, I would like to request the hon'ble Minister of State in the Ministry of Railways to pay heed to these proposals on priority basis and remove regional imbalance by approving these proposals.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI NARANBHAI RATHWA): Mr. Chairman, Sir, through you, I would like to inform the hon'ble Members that arrangement of dinner for MPs has been made in Room No. 70, and for Parliamentary staff in Room No. 74.

MR. CHAIRMAN: Thank you. Good dinner would be served. Shri Nikhil Kumarji, please speak. If you want, you can also lay your speech on the Table. All those hon'ble Members who want to lay their speeches on the Table can do so.

*SHRI ATMA SINGH GILL (Sirsa): Sir, I would like to thank you for giving me time to speak on the Demands for Grants for Railways. I would also like to extend my thanks to the Minister of Railways, Shri Lalu Prasad Yadav ji because he has paid attention to poor people while presenting the Railway Budget and has presented a

commendable Budget. No new project has been mentioned in the Budget for Haryana. I would like to draw the attention of the Government towards the several problems concerning railway in my parliamentary constituency Sirsa. The railway overbridge on National Highway No. 10 of Sirsa was sanctioned long back, however, construction work in this regard has not yet been started. At present thousands of vehicles from Punjab, Rajasthan and Delhi ply daily on this road. The movement of military vehicles for Ganga Nagar and Fazilka Indo-Pak border takes place along this highway and there is also a big air force base in Sirsa. The construction of bridge on this highway is also very essential from the point of view of security of the country. It is on account of the large number of trains running on this route that often the gate of the crossing remains closed for hours and the traffic on this highway is interrupted and commuters have to face difficulties. On several occasions people will have to wait for hours for opening of the gate even in emergencies. The construction of railway overbridge on Sirsa National Highways No. 10 will streamline the traffic movement of the town and people will reach their destinations in time. So, the said overbridge should be constructed at the earliest.

Tohana is a very big commercial center of my parliamentary constituency. The people of Tohana and rural areas around it travel to Delhi and Ganga nagar for their employment and other daily business. However in the absence of proper railway traffic facility they have to face much inconvenience. The stoppage of Delhi-Ganganagar inter city at Tohana will give much relief to the people of this area and the revenue of railway will also increase.

There is no stoppage of Train No. 4519/4520 Kishan Express at Ding railway station and it is on account of this that the passengers travelling between Delhi-Sirsa have to face inconvenience. The 'Mandi' of Ding is the oldest Mandi of Sirsa district and the people of nearly 90 villages located in and around visit this station. Keeping in view the daily requirements of the farmers of the villages, workers and employed people it is extremely essential to provide stoppage of the said train. The stoppage of Kishan Express at Ding Mandi station will, on the one hand, provide relief to the passengers and on the other hand it will also increase the revenue of the railways.

The Government had a plan to lay new rail line from Bhattu Kalan to Jakhal junction via Fatehabad and Ratiya.

*The speech was laid on the Table.

The survey in this regard was also conducted by the Railway administration, however, no action has been taken till now in this regard.

There is a need to provide stoppage of Amritsar-Jaipur (9771/9772) Express at Kalanvali railway station. The said Express halts only at Sirsa station after Bathinda railway station. The people of nearly 100 villages located around Kalanvali station have to take trains from Sirsa or Bathinda for travelling to Amritsar-Jaipur and it is wastage of their time and money. So, I would like to request the Government that the demands of my parliamentary constituency should be met at the earliest.

With this, I conclude.

SHRI NIKHIL KUMAR (Aurangabad, Bihar): Honourable Chairman, Sir, those occasions are rare when one gets an opportunity to speak on a subject which one feels very happy and contented. This Rail Budget is one of those subjects and I congratulate Lalujji for presenting a Rail Budget which has not only created a feel good factor in this House but also across the nation. Why does it give a feel good effect? A lot of speakers have spoken in this regard. But I would not like to reiterate it but would like to tell in brief that Lalujji had spoken time and again about that miracle. He has told that it was a game of volume. More passengers have travelled and more freight carried. I would like to state about plan outlay which has been increased by 33 percent in the year 2007-2008 and it is expected from the freight volume of last financial year that it will increase from 726 million tonne to 785 million tonne and passenger traffic will increase from 6242 million to 6500 million. There is 12.5 percent increase in receipt also. It is quite adequate.

The issue of cash surplus has been discussed so many times. Before dividend there was a cash surplus of Rs. 14,710 crore in 2005-06 and it increased upto Rs. 20,000 crore in last financial year and it is expected that this year it will increase upto Rs. 21,578 crore.

The most important thing is the operating ratio which is 79 per cent in the current year which has come down from 83.7 per cent. I will talk about this operating ratio later on but presently, I would like to say that it is a matter of pride. Lalujji had declared in his budget speech that he was obliged to 14 lakh railway employees and he had thanked them for that, I thank Lalujji and railway employees that they have made a turn around in the Ministry of Railways and rail organization from its condition in the year 2003-04 and they deserve appreciation for

that. These are some of the achievements which I have seen in Lalujji's Budget, it is very appreciable and people have mentioned about it. In addition to cash surplus, he has provided for cushion in second class AC unreserved compartment. We thank them for this act.

Secondly, I congratulated him also for making arrangement, of lower berth for senior citizens. Thirdly, he has talked about using information technology and he deserves appreciation for this. He has the willingness to use information technology and I think it is a great concept because he has talked about using 6000 automatic ticket vending machines and introducing E-ticketing through post offices, petrol pumps and train enquiry self-centres and one thing mentioned by him is unique in the sense that ticket examiners will be given palm top computers for their work. It is a very unique thing in itself. But I would like to request Lalujji that these are very novel ideas but it should really be implemented. Indian Rail has already acquired a unique position in the world but after the implementation of the above mentioned schemes it will progress by leaps and bounds.

Mr. Chairman, Sir, now I shall give my comments. After giving dividend cash surplus is likely to be 11,537 crore rupees this year but it will be reduced to 10,627 crore rupees during next year but I want to know the reason for its fall. Honourable Minister should provide details regarding the reason for its fall. If the fall is due to its use, then I would like to know the areas in which it will be used for betterment of railways. The Minister should give detailed information in this regard. I think it can be used in an imaginative way. Please pay some attention to the issue of real estate in possession of railways. Attention should be paid to its present and proposed use. Railway stations railway platforms and other railway properties can be used.

Mr. Chairman, Sir, in my opinion it will be better if he pays attention to cleanliness of trains, platforms and waiting rooms because these are works in public interest and public will appreciate Railways for this. I appeal that special attention should be paid towards sanitation. The second thing is about operative ratio. We are earning one rupee by spending 78 paise. I do not think that there is any other railway organization in the world which is performing in such a grand manner subsidy is given to railways in other countries. In my opinion, three rupees are spent for the same work and only then some tangible results are visible. We are doing that by spending just 78 paise. I appreciate Railways for this and I will also

[Shri Nikhil Kumar]

say that if Indian Economy would not have been pointed, passengers would not have travelled in trains and in that condition there would have been no tangible effect. In that hypothetical situation I will like the government to pay attention to two issues. The first one is the issue of dedicated freight corridor. If it is not ready in five years time, and if it takes 7-8 years, then it will have adverse impact. Therefore, I had quoted it earlier that Railways was getting benefits due to pointed economy. I would appeal to honourable Minister of finance to give budgetary support to railways. Present, railways is getting 10 thousands crore rupees and I want it to be raised. If money is given at the time of construction of dedicated freight corridor, then it will provide a great deal of budgetary support. So, I would appeal the Finance Minister to pay attention to budgetary support. It is a very noble concept. The second concept is regarding time market. It means that....

[English]

It must reach its target in time—in time meaning not before, not after. Here, I would like to draw a small comparison with China. China's merchandise export runs into \$425 billion. This is an approximation. Whereas ours is only \$100 billion. In fact, it is only one-fourth of that.

I have no doubt that if we are able to connect our ports and our outlets through this Dedicated Freight Corridor, this performance will improve and India's buoyant economy, about which so much is being said all over, will further become buoyant. That is why this is the most prestigious programme and Railways must be given every possible assistance to ensure that the Dedicated Freight Corridor is constructed according to schedule.

The next thing which is related to the Railways' good performance is the axle load. Laluji keep mentioning about the volume capacity being increased and so on and this is related to axle load. I may be wrong, but the information that I have is that the axle load that the Railways have been using so far has been increased from something like 11 tonnes to 20 tonnes. This does not compare favourably with the global standard which is between 45 and 50 tonnes.

MR. CHAIRMAN: Please conclude.

SHRI NIKHIL KUMAR: Sir, I will finish in just two minutes.

My appeal to the Railway Minister is that we should match the global standard. In doing that, it is necessary to get periodic checks done of our railway tracks. This is essential because strengthening of railway tracks, construction of bridges and the entire railway infrastructure has to be given very strict and clear attention.

Sir, now I have a few requests to make to the hon. Railway Minister. First of all, there is a very popular train that runs from Gaya to Delhi which is Mahabodhi Express. It is such a popular train that the Railway Minister only calls for the Waiting List of passengers for reservation. It runs into several months. So, my request to the hon. Railway Minister is that there is need to run another similar train from Gaya to New Delhi on the lines of Mahabodhi Express.

Secondly, there is a need to provide the Mahabodhi Express with a Pantry Car and an additional AC 2-Tier Compartment until the train is there.

Thirdly, Laluji has come to an understanding with the Power Ministry for the construction of a joint venture power project in Aurangabad-Nabinagar. It is a 1,000 MW Super Thermal Power Project in which the Railways' equity is 24 per cent and the NTPC's equity is 76 per cent. Laluji is from Bihar. So, he must see that the power generated from this project is given to the State of Bihar also. At present, the agreement is that 90 per cent of the power generated there would be taken away by the Railways and only 10 per cent would go to other sources, including Bihar. So, my earnest request to him is that he must please see that Bihar gets much more than 10 per cent of the share from the power project that has been set up at Nabinagar.

Then, I would request that the Rajdhani Express should be stopped at Anugrahanarain Road Railway Station because once this power project comes into operation, there will be an increase in passenger traffic and so, if the Rajdhani Express is stopped for two minutes at Anugrahanarain Road Railway Station, it will be a great boon to the whole area.

20.24 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Sir, I must thank the hon. Railway Minister for accepting my request to run an Inter City Express daily from Dehri to Patna. When he has done that, I would request that he should also complete the survey for a new railway line from Aurangabad to Behta and beyond,

because this is a very important line and it will save the distance between Dehri and Patna. If this is done, it will be a great boon for not only the Magadh region of Bihar, but also to some districts of Uttar Pradesh and some districts of Jharkhand. So, this has a very wide connotation and that is why this new railways line should be constructed. For this, the survey should be done quickly.

Sir, I am very grateful to you for having given me so much time.

Finally, my last point is about the signaling system.

MR. DEPUTY-SPEAKER: You have taken more than sufficient time. Please conclude now.

SHRI NIKHIL KUMAR: Sir, the signaling system is very out-dated and it needs to be brought on to the global standard.

I say this because I have personally been a victim of this a number of times. On my visit to the constituency, I have been held up because of faulty signals. This should be improved so that this should go a long way in showing and ensuring that trains run on time. Today, they are not. This is a matter which can be easily examined by the people from the Railway Ministry to see whether this is true or not. I think, this has a connection with the efficient running of trains.

*SHRI S. AJAYA KUMAR (Ottapalam): The MPs from Kerala generally welcome the Railway Budget. Indian Railways is the symbol of national unity and integrity. So, a national outlook should be there for the Hon'ble Railway Minister. Hon'ble Railway Minister is a national leader and always keeps the nation in high value and I appreciate this quality. But his colleagues in the Railway Ministry are not thinking about the national interest. Unfortunately, I have to speak like this on the decision of bifurcation of Palakkad Railway Division and to form the Salem Railway Division. The people and MPs of Kerala are not against the formation of any new Railway Division. The mother division of Palakkad having 400 Kms. only and new Salem Division having 800 Kms. will badly affect the performance of Palakkad Division in future. I appreciate Hon'ble Railway Minister's efforts to stop the formation of Salem Division in the national interest. This matter should be resolved immediately in consultation with

*The speech was laid on the Table.

the Chief Ministers of Kerala and Tamil Nadu. After 1996, 7 new railway zones were formed but Kerala was neglected. I would request the Hon'ble Railway Minister to form a new West Coast Railway Zone under his leadership at the earliest.

Doubling, ROBs and electrification are the three important projects of Kerala. Necessary funds for completion of ROBs is not there in the Budget. Sufficient funds should be provided for ROBs. Shoranur Mangalore electrification project is not there in this Budget. This should be included. Sufficient funds should be allocated for doubling and electrifications projects in Kerala. Shoranur triangular station project is most important for the development of North Malabar but no funds has been allocated for this in this Budget. This should be included.

The railways has opened the doors to privatization. It is good that there is a profit of Rs.20,0001- crores but lakhs of people have lost employment due to privatization in Railways. The case of porters is very serious and thousands of porters is in great difficulties due to loss of employment and are starving now. The privatization in the Parcel service has also taken away employment to thousands of employees. Same is the situation in the Catering area. Tender fees, License Fee and EMD has been increased to a great extent. So only big business people only can enter into Catering service in Railways and the small vendors are affected. There is a great hike in the rates of catering items and this has affected the common passengers. Privatization in these 3 areas should be stopped immediately.

The railway minister is claiming that he has not increased the rail fare, but I claim that the railway minister has increased the fare by 10 to 40%. All the fast passenger trains have been changed to super fast express trains and there is an increase of 10 to 40% in fares and due to this, the profit of the railways have increased. The railway accidents have increased and this may be due to long working hours of Loco Running staff. Their duty time should be restricted to 8 hours only daily. During the last 10 years, more than 100 new trains have been introduced and 1000 kms of railway track has been made, but the number of employees have been reduced to 15,00000 from 20,00000. This is entirely due to privatization in the railways. I urge upon the railway minister to stop privatization in railways and give top priority for the development of projects in Kerala.

[Translation]

*DR. RAMKRISHNA KUSMARIA (Khajuraho): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak. Shri Lalu Prasad ji has given a surprise to the people by presenting the Rail Budget 2006-07 in the House. He has very cleverly extracted money from pockets of the poor by converting the passenger trains into super fast ones and the people did not get even an inkling of that. Even penalty charge is beyond the reach of an ordinary person. Despite this Shri Lalujji's performance is appreciable. He has earned profit to the tune of Rs. 20,000 crore. It has raised the hope that new Rail lines would be laid, electrification of Rail Lines would be undertaken and other ongoing projects would be completed.

Sir, I would like to thank the hon'ble Minister of Railways for providing Rail facilities to the people of my constituency by honouring my demand and for extending the Taj Express from Gwalior to Jhansi and providing additional facilities to the domestic and foreign tourists and other passengers at the tourist places like Orchha and Khajuraho. The Minister has provided a unique facility to the entire backward areas of Madhya Pradesh by approving Harpalpur as the Rail Point. Because of sincere efforts made by the Minister, the Mahoba-Khajuraho new rail line has been placed at no. 2 on the priority list for completion during the year 2007-08. Computerised reservation facility at Harpalpur station has also been sanctioned which will definitely be completed. I am thankful to him for undertaking survey of Damoh-Kundaipur Rail Line.

I had undertaken a foot march from Mahoba to Kahjuraho from 19 to 23 February during which I had requested to expedite the completion of the Mahoba-Khajuraho rail line. That demand has been accepted. I got numerous inputs during that journey which I think is necessary to mention. During the march I got to know that people of many villages have not got land compensation so far. Nearly 5% Rail Over Bridges are necessary to meet the traffic needs of the people. These should be provided at the earliest. I would submit the complete report in this regard.

During the previous Budget, I had placed urgent demands before you which need urgent attention. I had raised a demand to develop the Bundelkhand region by running the 'Garib Rath' from Jhansi to Manikpur. The rail line between Manikpur and Jhansi needs to be

electrified and doubling of broadauge tracks between Jhansi and Manikpur and from Manikpur to Allahabad should be undertaken. The work on Lalitpur-Singrauli line is proceeding at a snail's pace. It needs to be completed in time by allocating additional funds. You are requested to pave the path of development in the Bundelkhand region in both Uttar Pradesh and Madhya Pradesh by completing construction work of Harpalpur-Urai rail line after doing its survey. I humbly request you to approve the Damoh-Panna rail line whose survey report has already been submitted to the Railway Board. You are requested to accept my demand to introduce a passenger train at 7 A.M. from Jhansi to Manikpur. I had requested for a stoppage of the Bundelkhand Express at Orchha and Teharka. Earlier this facility was available but 14 stoppages had been discontinued with the upgradation of the Express train to Superfast one. Therefore, kindly restore the above mentioned stoppages. I had raised the demand twice for providing stoppage of the Bhopal Express at Lalitpur which would benefit the people of Tikamgarh and Chhattarpur district. The Uttar Pradesh Sampark Kranti and Madhya Pradesh Sampark Kranti Express trains are required to be run on daily basis. This demand is being raised by the people and it had been raised last year also. Kindly provide a stoppage of the Chhattisgarh Sampark Kranti Express at Damoh. Similarly, undertake beautification works at Orchha, Harpalpur, Teharka, Niwari Railway Stations and accord them the status of model stations. Orchha is a world famous tourist spot and a historical, spiritual and cultural heritage also. It therefore, needs to be upgraded as a model station from the tourist point of view and all amenities are required to be provided at the above station.

At the end, after thanking you, again I would like to draw your attention towards the fact that instead of providing facilities to the pilgrims, travel for them has been made costly. The railway fare list published by the hon'ble Minister on 15.2.2007 has been in force since 18.2.2007. Earlier service charge was 15% and the new charge is 20%. The detention charge was Rs. 130 per hour and Rs. 3120 per day and the new fare is Rs. 600 per hour and Rs. 14400 per day. The minimum anti haltage charges have been increased to Rs. 4800 from Rs. 2400. It is my humble request that the Government should show mercy towards the pilgrims. On the one hand you have announced that passenger fare will not enhanced, on the other pilgrims are needed to be saved from injustice. I hope that you will consider all these aspects seriously and take earnest action thereon.

*The speech was laid on the Table.

[English]

*SHRI E.G. SUGAVANAM (Krishnagiri): At the outset, I would like to thank for giving me an opportunity to speak on the General Discussion on Railway Budget for the year 2007-08.

Sir, under the able leadership of Shri Lalu Prasad Ji, Shri Velu Ji and Shri Rathwa Ji, our Railways is performing very well. It is heartening to note that the Railways have created history by generating a cash surplus of Rs.20,000 cr. during the year without thiking the passengers fares and rates on goods traffic and in fact, time and again the fares have also been reduced since the UPA Government assumed office three years ago. All the credit for the same will go to the team headed by Shri Lalu Ji and UPA Government.

India Railways is the second largest railway network in the world and is the biggest employer in the country. Tremendous and sincere efforts have been made to maintain the railway system and our railways are providing services and facilities to the passengers and also in carrying goods traffic. With the result, our passenger earnings have increased by 14% and other earnings by 48% during the first nine months of the year and the efforts are being made by the railways to increase the container traffic to 100 million tonnes by 2011-12 from the present 20 million tonnes are in the right direction.

Regarding passenger amenities, I would like to mention certain points. Due to shortage of coaches, the announcements made by the Minister for introduction of various trains are getting delayed. Hence, railways should take more efforts by inducting additional coaches in popular trains. During festival seasons, weekends in many of the sections, the trains are over-crowded and the coaches are not increased resulting in great hardship to the commuters. Hence, I urge upon the Railway Minister to add more coaches in popular trains and the production capacity Rail Coach factories should be augmented.

The announcement made by the Minister regarding introduction of six unreserved second-class coaches in place of four in the newly introduced trains to mitigate the problems of the common man is a welcome step. I urge upon the Railway Minister that the above coaches may be introduced in the existing trains also. Further, the

quota of adequate lower berths for senior citizens and women travelling alone is appreciable.

Sir, the introduction of 'train enquiry call centres' in all four regions of the country by dialing the telephone no. 139 at local rates is welcomed by all. I demand that the above facility should be extended throughout the country.

Sir, with the expansion of railways and increasing passenger traffic, the existing PRS facilities is not sufficient to meet the demand. At many places, the existing counters are not functioning fully from 8-00 to 20-00 hrs. and with the result the passengers have to wait in queue for longer hours. Hence, I urge upon Hon'ble Railway Minister to open more PRS facilities and computerized UTS terminals may be opened at suitable locations in Tamilnadu particularly in Krishnagiri and Dharmapuri districts.

Sir, the railways have taken the right step to develop model stations in all the divisions in the country and I am glad to note that this work will be completed at 225 stations by March 2007 and 300 more during this year. I demand from the Railway Minister that Hosur Railway Station may also be developed as a model station under the programme. If necessary announcement have to be made in this connection and it may be included on priority.

Sir, cleanliness and hygiene are one of the major causes of concern in railways. The Minister in his Budget Speech has stated that the year 2007-08 will be observed as "Cleanliness Year".

Though railways are taking adequate steps to ensure cleanliness, the trains, platforms and railway tracks in many parts of the country lacks cleanliness. The passengers are finding it difficult to wait in the platforms due to unhygienic and pathetic conditions. Moreover, the trains are also not cleaned up properly at the originating stations. Hence, accountability is to be delegated for cleanliness.

I am glad to note that railways have decided that on every Zonal Railway, one SAG officer will be nominated to attend to customer grievances and directions will be given for disposal of all customer complaints within three months. I demand from the Railway Minister that for attending customer grievances instead of Zonal level officers at the Divisional level may be deputed and the complaints may be disposed off as early as possible.

*The speech was laid on the Table.

[Shri E.G. Sugavanam]

Sir, the announcement made by the Railway Minister regarding 50% concession to students appearing in the main written examination conducted by UPSC and CSS Commissions is widely welcomed. I demand from the Minister that the above concession should be extended to the students appearing for all written examinations Interviews being conducted by Central/State Governments, PSUs, autonomous bodies, etc.

Sir, Safety and Security is another matter of concern in Railways. Though the accident rates have reduced drastically over the years when the UPA government assumes office still more steps are to be taken to reduce the accident rates.

Another important which is agitating the minds of railway passengers is the quality of foods served in railways. There are increasing complaints that good and hygienic food is not served in railways. Though the railways have increased the prices of food items, quality has not improved and even quantity have also reduced. Moreover, there are much difference in rates of food items from place to place in railways. Further, the long distance passengers are facing lot of difficulties. Because they do not get quality food items both in running trains or at railway stations. I demand from the Railway Minister that there should be frequent and regular check on the quality of food items served in railways.

Sir, the introduction of Garib Rath Trains is welcomed by all sections of the society and the trains are booked in much advance and are running packed. As there is huge traffic between Chennai and Delhi and more and more people are willing to travel by Garib Rath trains, I demand from the Railway Minister that the frequency of the above train may be increased from weekly to at least thrice a week.

Sir, there are some specific points which I would like place before you for your kind immediate consideration and favourable action:

- (i) Laying of a new BG railway line between Jolarpettai and Hosur *Via* Tirupathur, Baragur, Krishnagiri and Sulagiri. This is a long pending demand. Survey for the work has been completed long back but so far the work has not yet started. Adequate funds should be allocated for the above project;

- (ii) Hosur is fast becoming an IT major. An Information Technology Park is going to be set up at Hosur shortly. With the result, huge railway traffic is expected at Hosur in the near future. Hence, Hosur railway station should be renovated and modernized. More train services should be operated between Hosur and Bangalore particularly this line should be electrified shortly to facilitate faster movement of traffic;
- (iii) In Tamil Nadu, the Chief Minister, Dr. Kalaignar Karunanidhi has introduced special bus for the benefit of physically challenged persons. Likewise, the Railways should also consider and introduce special coaches in all the trains exclusively for the benefit of physically handicapped persons;
- (iv) Extension of timings of Railway Reservation Counter at Jolarpettai Junction in the evening hours also, i.e. from 1400 to 2000 hrs.;
- (v) Allocation of adequate funds for the infrastructure—office, staff, etc. to start the work full-fledged for the newly created Salem Division.
- (vi) Stoppage of Blue Mountain Train at Jolarpettai;
- (vii) Time bound completion of all pending/ongoing railway projects in Tamilnadu and allocation of adequate funds for the same;
- (viii) Early linking of Chennai Egmore and Central railway stations;
- (ix) Accidents are frequently occurring in unmanned level crossings. In the recent past, number of such accidents have occurred. Railways should take steps to convert all unmanned level crossing into manned level crossing where there is significant number of vehicle movement.
- (x) As there are frequent complaints of serving of unhygienic foods in Railways adequate steps should be taken for serving quality and hygienic foods in Railways.
- (xi) Construction of Budget Hotels at Hosur/Jolarpettai.

With these words, I support and conclude my speech.

[Translation]

*SHRI M. APPADURAI (Tenkasi): I welcome the Railway Budget for the year 2007-08. I would like to congratulate our Hon. Railway Minister both Laluji and Veluji for bringing about a turnaround enabling Railways to register profit during the last two years.

The fact that Rs.20,000 crores of profit has been earned last year shows that Railways have a new direction now. It is needless on my part to insist that the profit should be spent on enhancing the facilities and improving the Railway services.

It is disheartening to note that accidents do occur. Some of them are found to be the handiwork of terrorists and sabotage. I urge upon the Union Home Ministry to take appropriate measures. Accidents that take place at the unmanned level crossings must be curtailed. Enjoying people at the unmanned level crossings would help generate job opportunities ensuring railway safety. This may kindly be accorded priority.

Even after 60 years of Independence, many parts of our country do not have railway lines. We cannot ignore the voice raised by the people from many States in this regard. Railway must go in for laying new railway lines to ease congestion on the highways and reduce road accidents.

This year's Railway Budget provides us a hope for a better future. It is heartening to note that there is no increase in Railway fares and freight charges. Instead they have been reduced this year. I would like to request you to run Pothigai Express as a daily train. I also request you to speed up and complete soon the gauge conversion work between Thenkasi and Shencottah. At this juncture, I would like to welcome the announcement by the Railway Ministry about the creation of Salem Railway Division which is a long pending demand of the people of Tamil Nadu.

I urge upon the Minister for Railways to concede to our demand to have rail over bridge both in Thenkasi and at Povaurchathiram on the Tirunelveli-Kollam highways. You may also consider our long demand to have to run a new express train between Shencottah and Coimbatore. The train that runs between Thenkasi and Madurai may be provided with reserved compartments

*English translation of the speech laid on the Table in the Tamil.

to be attached to the express train between Tuticorin and Mysore.

The Railway administration may kindly provide a stoppage for Podhgai Express train at Pambukovilsandai station. I would like to point out that the rail over bridge work commenced some eight years back is pending still in Tuticorin. You may go for it to complete it on a war footing taking up the under bridge work also near second gate.

This year is an important year when we commemorate the first Independence War and also the Satyagraha Movement. Hence, I urge upon the Railway Minister to extend the free railway passes facility to the freedom fighters who are getting pension from the State Governments. The rail coaches manufactured in Chennai Integral Coach Factory (ICF, Perambur) have got a global market. But, this unit is sought to be made dis-functional by way of giving contracts to private industries. Contracts for spare-parts and the equipments are also given away to the private contractors. This must be stopped. It must be noted that the cost of equipments purchased are more than the ones that are manufactured by ICF. I also urge upon the Railway Administration to review the promotion policies pertaining to the officers and staff of Chennai ICF. The apprentice trainees must be regularized to avoid unnecessary expenditure arising out of vacancies and subsequent recruitment. This would help augment the production capacity of this unit. On behalf of the Communist Party of India units in Tamil Nadu, I would like to put forth the following demands. Villupuram-Mayiladurai gauge conversion work may be extended upto Karaikudi. A day train and a night train may be run between Chennai and Tiruvarur as the people of Tiruvarur, Nagapattinam and Thanjavur are affected by the disruption in the service between Karaikudi and Tambaram section and Nagore and Tambaram section. Since thousands of tones of common salt is transported from Agasthiam Palli in Vedaranyam to different parts of the country, there is an urgent need to go for gauge conversion between Thiruthuraiipoondi and Agasthiam Palli. The railway operation between Peralam and Karaikkal and between Needamangalam and Mannargudi were stopped long back. Now, the work in this section may be completed not only a gauge conversion, but also as doubling of project. We also urge upon the Railways to lay a new railway line between Nagapattinam and Velankanni. While running a new train on this route, you may also include a route to Thiruthuraiipoondi via Thirukkuvalai. Number 6607 Chennai Egmore-Kovai Express used to reach Erode at 0740 hours

[Shri M. Appadurai]

every morning. Now, this train is reaching Erode at 0925 hours. This causes great inconvenience to the rail passengers who have to go to Tiruppur and Coimbatore. Considering the need of the labour class, the staff of Central Government officers and public sector undertakings and also the academic community, the train timings may be rescheduled. I would also like to bring to your notice the non-operation of Thiruchi-Mangalore (Train No.6867). Computerised advance reservation centers may be established in Thiruturaipoondi and Muthupettai. Rameshwaram Express, Sethu Express, Thiruchi-Chennai passenger, Thanjai-Chennai passenger, are not being operated now. Hence, I urge upon the Railway Minister to put into action his announcement made in the 2005-06 Railway Budget that a train from Kumbakonam via Thanjavur would be run upto Chennai as a special train.

Chennai Beach—Tambaram, Sub-urban train service may be augmented further to help lakhs of commuters utilizing that service everyday. EMUs run between Tambaram-Chennai, may be increased further. Similarly, there is a need to increase the number of electric train service between Chennai Central-Gummidipoondi, Chennai Central-Thiruvallur. The level crossing between Villivakkam-Rajamangalam causes great inconvenience and hence an under bridge may be constructed there.

Since Puducherry Railway station is situated well within the town, a new railway station may be constructed near the Anglo-French Mill in the Eastern coast road. This will benefit the rail passengers in a big way. Between Puducherry and Velupurum in order to make the best use of the electrified railway line EMUs can be run which would greatly benefit the public living in between these stations. While increasing the revenue earnings of the Railways, I also urge upon the Railways to speed up the gauge conversion work between Thenkasi-Shencottah while converting Podhigai Express as a daily train. Similarly, Tiruchendur - Tirunelveli gauge conversion work may also be speed up. Tirunelveli - Thenkasi gauge conversion work may be commenced and completed at the earliest. Tirunelveli town railway station may kindly be provided with basic amenities and facilities to give a face lift to that station because Kollam bound train originate from there. I also thank the Railways for its completing the gauge conversion work between Chennai and Karaikudi.

At this juncture, I would like to bring to your notice the long pending demand from the people of the Southern

districts to link Ramanathapuram with Kanyakumari via Sayalgudi, Vembar, Kulathur, Tuticorin, Thiruchendur, Manappadu, Oovary. A new railway line may be laid there during the regime of United Progressive Alliance. This would help augmenting economic activity in the backward districts like Ramanathapuram, Tuticorin and Tirunelveli in the Eastern coast and would greatly benefit the pilgrims from the Northern part of the country who throng Rameshwaram, Thiruchendur and Kanyakumari. I urge upon the Railway Minister to take up this project. Expressing my support to this Budget, let me conclude.

SHRI ALOK KUMAR MEHTA (Samastipur): Mr. Deputy Speaker, Sir, I am thankful to you for giving me an opportunity to speak about Railway Budget for the year 2007-08. Through you I would also like to thank the Minister of State in the Ministry of Railways for he listened to the hon'ble Members with patience. I was listening to Aditya Nathji just now. I do not want to start with any complaint but I would like to tell that it is not fair to oppose for the sake of opposing only because you are sitting in the opposition. The whole country has praised not only the Railway Budget for the year 2007-08 but also the last four Railway Budgets presented on behalf of the UPA Government in this House by the hon'ble Minister of Railways, hon'ble Lalaji. The poor people are praising it and lower, middle and higher class people are also praising it and the organizations like the C.I.A., Confederation of Industries and various business organizations are also appreciating it. His Excellency, the President of India has also praised the Railway Budget in the joint session. Then what is the reason that some people are disturbed and they are disturbed because the success of the UPA Government is reflected in the Railway Budget. There was a projection that the Railways will incur a loss to the tune of Rs. 60 thousand crores by the year 2016 and will become bankrupt but now then Railways has made a profit of Rs. 20 thousand crores. You may call it a Charisma, a high skill of management or leadership but hon'ble Lalaji has done it.

Sir, the declarations and promises in the previous Railway Budgets were fulfilled. It will help to reduce price rise. We are progressing towards qualitative development through the Railway Budget under the leadership of Lalaji; the common man and poor people are being provided special care and this is the sign of a balanced budget. He made available the railway facility to each and every corner of the country. But it can not be observed by a microscope because there is a way of distribution. In the State like Jammu and Kashmir and Jharkhand developing

railway network is being deliberated upon and this is a symbol and signal that sincere efforts will be made to make available the railway facility in various States where it has not reached till date. The special feature of this Railway Budget is that approx 20% fare for the sleeper class in terms of the 20 per cent super charge has been reduced.

Mr. Deputy Speaker, Sir, reduction in the prices of diesel and petrol is directly linked with controlling of inflation. By reducing the freight rate on iron-ores, building construction or infrastructure development will also be cheaper. As a result of this the common man will have the facility to construct houses and to complete various construction works because these will be cheaper.

Sir, I do not understand why our friends in opposition are speaking in a distorted manner. While they can compare it with their previous record and see it clearly that this time an increase in passenger traffic or freight charge has been recorded. These are matters for record. There is a qualitative increase in it. This is the basis of railway profit. 30 thousand crores rupees will be spent under the dedicated freight corridor. I think that this is a very revolutionary step. I think, it will reduce load on the present railway lines and the trains will be more on time. There will be an expansion of it as a result of reduction in load.

Sir, I need five minutes more to express my views. Six thousand vending machines and various track facilities have been given with a spending of 5 thousand crore rupees. I do not want to count them because my friends have got these things counted earlier. This is a good beginning. The ticket in unreserved class has been reduced by 20 percent and the decision has been taken to have seat cushion in second-class coaches. This is a very progressive as well as a step of welfare consideration also. This is the priority of our UPA Government.

Sir, our Government and our Railway Minister has made a very good provision in respect of railway safety also. This time an increment of 171.37 percent has been made in the railway safety fund. This is a very big and revolutionary step. The hon'ble Members in the treasury benches as well as the opposition were worried as to how to check the recurrence of accidents. We should see the figures from the year 2001 to 2003 to know about the number of accidents and those figures can be compared with the accidents during the year 2004, till date. I can definitely say that the number of train accidents

are on a decline. Despite this, Rs. 2153 crore has been given to the railway safety fund. This is a revolutionary step. There is an increase of approx. 15 percent in passenger earnings, 16 percent in goods earnings and 16.02 per cent in total earnings. The Railway Development Fund has been raised by 68.39 percent. I think this is a big achievement.

Sir, the opposition levelled allegations that the railways has provided too many facilities to Bihar. I would like to tell that in the last budget only approx. 1.34% of the allocation was given to Bihar.

A total of 3.6 per cent funds was provided out of which 2.5 per cent was its balance share of allocation made for the last year. The budget allocated to Bihar this time round also is not commensurate with its population. The population of Bihar accounts for 9 per cent of the total population of the country. Thus, the funds allocated to Bihar is not enough. So, it is absolutely wrong to say that the Railways has been Biharised as is being blamed at large. Figures are available here with me. I would like to say that the funds have equally been distributed across the country. For this, I thank a lot to the Minister of Railways.

Mr. Deputy Speaker, Sir, through you, now I would like to put-forth a few demands of my constituency before the hon. Minister. The process of renaming the Pusa station as Khudiram Bose Pusa station and providing halts at Doha, Vishnupur, Bathua is going on. I request to complete the said process keeping in view the demand of the public and the requirement of those areas. The demand for construction of a railway halt at Ballori falling between Uziyarpur and Samastipur is long awaited. There is a demand for construction of railway halts at Mohaddinagar and Bateri Ragama Rajapan. A demand has also been made for construction of a halt between Basaria Uziyarpur in Dalsinghpur. There is a demand for constructing one more sub-way at Samastipur railway station. Pusa station should be renamed as Khudiram Bose Pusa Station and the roads leading to Uziyarpur, Mahodinagar and Shahpur Pataria railway stations should be renovated, expanded and beautified. Surveys should be conducted for providing the facilities of passenger sheds, solar lights, public addressing system and sub-ways for the convenience of passengers. The South booking office adjoining Samastipur railway station should be kept open round the clock. ...(*Interruptions*)

[English]

MR. DEPUTY SPEAKER: Shri Alok Kumar Mehta, if you have a written speech, you can lay it on the Table of the House, and it will form a part of the Proceedings.

[Translation]

SHRI ALOK KUMAR MEHTA: Mr. Deputy Speaker, Sir, I'm to put-forth two of my points. There is a demand for construction of R.O.B. in 32 No. Gumti Jai Singh Sarai and at Bhola Tokiz Samastipur. I have a lot of demands to submit.

Finally, I pay homage to the innocent victims of Samjhauta Express on my as well as on my party's behalf. I expect from the Ministry of Railways and the hon. Minister to do something in this regard so that the number of accidents in future is reduced to minimum and I also hope that the opposition would avoid politicising the accidents.

[English]

MR. DEPUTY SPEAKER: Now, I request Shri Abdul Rashid Shaheen to speak. Please be brief and speak only for five minutes.

[Translation]

SHRI ABDUL RASHID SHAHEEN (Baramulla): Sir, appreciating a good thing is as much important as condemning a bad thing and registering opposition against the opposition. The Cabinet Minister as well as both the Ministers of state in the Ministry really deserve appreciation and congratulations for presenting a good budget. It itself is a very big challenge to manage railway administration in India. This administration has been managed and the fares have not been increased—both these things are commendable. But, I would like to request the hon. ministers not to be complacent as a result thereof. A lot is yet to be done in the railway administration of the country. For that, they have to move forward carefully. I would not like to go into details, since there is paucity of time. I would immediately like to put-forth some points concerning my constituency. Sir, the work to be undertaken doubling of the Jalandhar-Jammu railway line needs to be expedited for the benefit of the people of the constituency. Since long, we were isolated from the railway administration and the people of Kashmir had nothing to do with it and its benefits. But now we

are a part of this administration and today when I see railway's extension to Udhampur, I cannot really believe that this project has taken off after a long period of 25 years and the public has got facilities. Sir, I would like to request you that what is needed most in the country's railway administration is to streamline the security system. I would like to draw the attention of the hon. Minister to the point that at present their department has a good Director General of Police who is well acquainted with security system. I would like him to see the number of police personnel deployed in the railways. There has been no increase in their number since long and the system has witnessed no improvement. I would like to submit that when the train passes through different states and if they are required to enforce law where their police force has no jurisdiction then assistance has to be sought from local police, which causes great inconvenience to the passengers. I would like this system to be strengthened, it is the need of the hour since it is necessary to look into the challenges of the security system and to make all the passengers travelling from one part to another feel that security system has been put in place inside the trains and railways' own security system should be accorded legal status and they should enjoy the powers like that of police personnel deployed in the police station so as to prevent the incidents of theft and atrocities in the trains.

I would now like to talk about Kashmir. As soon as we go beyond Udhampur, mountain ranges start. No one had ever any idea in one's mind that Kashmir could ever be connected with railways but one day it became possible. The government and the people who favoured this project and arranged to provide financial assistance in this regard have brought laurels to their names in history. Some day this railway line would prove a mega project of our country and connect us with entire Asia. I really cannot help appreciating the dedication of those persons who are working in this system to lay railway lines in Kashmir and are operating it in Srinagar and also the coordination of the hon'ble Minister in this regard.

Sir, through you, I would like to humbly request that the hon. Minister should pay special attention to the railway station in Jammu, since thousands of people on their way to have a 'Darshan' of Mata Vaishno Devi pass through this city and the required amenities should be provided at the railway station for the passengers. The improvement of Jammu railway station should be first taken care of. I would like to request the hon. Minister that Jatropa plantation should be taken as a mission

and it should be planted on railway lands since Jatropha induced Hydrocarbonate Emission is going to financially benefit you besides being environment-friendly. Resultantly, the emissions or carbon oxides or sulphur oxide mixing with air would be absorbed and the railways will be benefited leading to exorbitant increase in the country's prosperity.

With these words, I thank you.

MR. DEPUTY SPEAKER: Please be brief, 36 members of your party are yet to speak.

SHRI KISHAN SINGH SANGWAN (Sonapat): Mr. Deputy Speaker, Sir, the discussion is going on the Railway Budget presented by the Hon. Minister of Railways for the year 2007-08. This is the Fourth Railway Budget presented by hon. Lalaji and with regret I have to state that the state of Haryana has been completely neglected in all the Four Railway Budgets. Hon. Minister of State in the Ministry of Railways is present here, I challenge Lalaji, if the name of Haryana appeared in any of the projects during the entire speech, I will withdraw my words. No new train has been introduced for Haryana, no new railway station, no electrification no doubling project, no new model station has been proposed for Haryana, throughout the speech there is no reference of Haryana in any of the projects. How the people of Haryana would bear this neglect and moreover, it has been taking place continuously for the last four years. This is not the first time.

Delhi is the capital of India. Haryana surrounds Delhi from three sides. The population of Delhi is rising constantly. The National capital Region was created with the purpose to provide more basic amenities in areas in and around Delhi so as to mitigate the load of population and pressure on Delhi. Approximately 80 per cent of the trains entering Delhi pass through Haryana and there are no facilities for the people of Haryana. No stoppage has been provided for any of the mail or express trains passing through there and he is not introducing any new passenger trains. How the people of Haryana would tolerate it? How would we support this speech? This place is being completely neglected. Although, we have been suffering it for the last thirty years. Once during the NDA Government, hon. Nitish Kumar ji had sanctioned two new railway lines. One was Jind-Gohana-Sonapat and another was Rewari-Rohtak-Jhajjar line. Last year the budget of Rs. 15.46 crore was allocated for Jind-Sonapat line but the entire fund lapsed. Nothing was accomplished.

Two projects were given in the last thirty years. I am telling the status of this project. The Railway Board was having the papers of Final estimate for the last six months, yet no decision was taken, owing to which the entire budget lapsed. He is praising this functioning. There is mammoth administrative formalities of the Railway Board. These are so complicated that no action is taken on the sanctioned projects. This time only Rs. 6.48 crore were sanctioned for this project of Jind line. The fund of Rs. 15 crore has lapsed and now Rs. 6 crore have been provided. I would like to ask him when these lines would be completed? This project is worth Rs. 195 crore. We are being neglected and these people are taking the credit that it is all comprehensive and populist budget. The public is not able to understand these things in depth. The public is happy only if the fare is not hiked. How the innocent public is beguiled by manipulating the figures. The fares were not hiked even during the last budget. However, three thousand passenger trains were awarded super fast status. And their increased speed limit was announced. Only 210 trains out of those could gear up for super fast speed. He has indirectly increased the fare at the rate of Rs. 10/- per passenger. How much money he has made out of it? He claimed in the budget speech that fares were not increased whereas he increased the fares from the other side. He announced in this budget that there was 20 per cent reduction in the charge of super fast trains. Earlier he silently increased the fares by Rs. 10/-, thereafter he announced twenty per cent i.e. Rs. 2/- concession and won all praises. How would the poor people know that Rs. 10/- increase in fare was made and how many crores of rupees were extorted. He says that 17 per cent increase in freight has been achieved.

Sir, hon. Minister of State in the Ministry of Railways is present in the House. He may tell upto what percentage of load has been reduced owing to road transport. Earlier 70 per cent goods were transported through trains.

Only 30 per cent was transported through road transport, however, today the situation is different. Today more load is being carried through road transport. The percentage of transportation through Railways has reduced relatively; however, the common man is not aware of these figures.

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Earlier there were not so many roads.

SHRI KISHAN SINGH SANGWAN: Sir, there were roads even in the past. There were not so many trains. This situation is in percentage and they are bagging all praises by manipulating figures. Sir, through you. I would like to submit that the manner in which they are bagging all praises by misleading the people, is tantamount to cheating the public.

Secondly, Laluji had announced here in the budget speech in the year 2005 that within two years he would make the New Delhi Railway station, the world's most beautiful station. What happened to that declaration? Today, what is the condition of New Delhi railway station? How is the sanitation there? What about the safety norms? What facilities are being provided to the public there? This is merely lip service. No provision has been made in this budget for safety. Rs.17 thousand crores were allocated during the NDA Government which has been announced even in this budget and again lot of caution has been exercised that the allocation of Rs. 17 thousand crore earmarked for safety would be exhausted by next March. Which are these Rs. 17 thousand crore? These are the same that hon. Nitish Kumarji had sanctioned for the safety of trains, construction of new bridges, new railway line and signalling. These are referred to in this budget. It has not been mentioned when the provision of Rs. 17 thousand crore was made. It's all playing to the gallery ...*(Interruptions)* A time would come when the public would learn the truth. This is the Railway Budget, how can I support it? The State of Haryana has completely been sidelined. The Railways has a large number of staff, it has lakhs of employees. I would like to know of the Staff Welfare Plan prepared by the Hon. Minister. There is no reference to the measures taken for the Railway employees. ...*(Interruptions)*

I would like to raise two three points in regard to my constituency. Today, there is a common feeling among people that the Railways of Lalji is a complete failure, it never departs on time and always arrives late. This has become a general conception and they are appropriating applause.

There are so many things associated with my constituency which I would like to raise before you in a short time. I am not raising a new issue. It is my third term. I raise this very issue during each railway budget and I am not heard. Through you, Sir, I would like to state that there is no passenger train to Delhi from Gannaur at Panipat Section from 10 am to 3 pm. My constituency is very near to Delhi and it touches Delhi

from three sides. Passengers come from there in lakhs. If the train comes at 3 pm after 10 am, one can imagine the plight of passengers as to how they travel. We have raised this demand repeatedly.

There is an ENS train plying from New Delhi to Sonapat. We have been demanding the extension of that train upto Panipat. Jammu main Express used to stop at Sonapat, Gannaur since 1994. We have been robbed of this facility of 1994. Jhelum Express train 1070 had up and down stoppage. That has been discontinued. They are even taking away the stoppage, not to talk of providing facilities. Why do not we voice the grievances of our people. ...*(Interruptions)* Train no. 4095 should be plied from Delhi at 5.30 pm so that lakhs of employees coming to Delhi could go back to their homes. There is no facility of a train for them so we demand a train. There are only two passenger trains at Jind-Safida-Panipat Section for the last 20-25 years. It is our demand that an additional train should be provided on that line. I demand a new train during every budget for Gohana, Rohtak to Nizamuddin since these are adjacent areas and passengers commute from there in thousands ...*(Interruptions)*

I demand a road overbridge in Gohana on Jind-Gohana Road since there is so much traffic which gets snarled for one hour.

Jind, Sonapat and Rohtak stations should be included in the list of model stations. Intercity trains should be introduced on Delhi, Rohtak, Gohana, Panipat route. All these are old demands and I am not raising any new demand. However, I am very sorry to say that no action is being taken in this regard. So, I would like to request the hon'ble Minister of Railways that he should sympathetically consider these demands and make some provisions in the Budget for the people of Haryana.

With these words, I would like to extend my thanks to you that you gave me time to speak.

*SHRI DEVENDRA PRASAD YADAV: Sir, the Railway Budget for the year 2007-08 is not only a balanced budget, priority in the budget has also been given to the facilities and security of the common passengers. Today Railways are functioning as a lifeline for the common people of the country. It is the proof of the efficiency of the hon'ble Minister of Railways, Shri Lalji Prasad Yadavji

*The speech was laid on the Table.

that the earnings of the railways, have reached Rs. 20,000 crore, however, I would especially like to request that the major chunk of the amount of profit should be spent on increasing the number of general compartments for passengers, on Sanitation, on security system for passengers and on laying new railway lines at following places. I would like to demand that approval should be given for laying new railway lines in my parliamentary constituency and Sitamarhi-Jainagar-Ladania-Laukaha-Laukahi-Nirmali of north Bihar. New railway line should also be approved for the Koshi- affected people of the Koshi area from Bhaluawahi to Jamalpur along Ghoghardiha, Koshibandh. It may be noted that a proposal in the form of a Private Member's Bill from the Bihar Legislative Assembly has been sent to the Railways. I would like to request that it should be approved at the earliest.

[English]

*SHRI DHARMENDRA PRADHAN (Deogarh): Orissa is one of the few States in the country with substantial natural resources, plentiful minerals and long coastline of 480 Kms with potential port sites. However the State has lacked the development in the past due to absence of adequate infrastructure. The railway route length in Orissa is 2340 Kms only. Against the national average of 19 Kms! 000 Kms, Orissa has an average of only 15.03 Kms. In the past it has not been possible to harness abundant mineral resources like coal, iron ore, lime stone, bauxite, manganese, quartz, graphite and dolomite due to non-availability of infrastructure. However the changing socio-economic environment in the State requires speedy development of transport infrastructure in the form of links, doubling, electrification etc. Since 2002-2003, the States is undergoing a positive change in industrialization. A large number of MODs have been signed for setting up of Steel Plants and Aluminum Alumina plants. Leading entrepreneurs like POSCO, ESSAR, TATA, JINDAL, BHDSAN have decided to set up Steel Plants in Orissa. Recently, Govt. of Orissa has entered into an MOD with ARCELOR-MITTAL for a steel Plant in Keonjhar district with a capacity of 12 MTP A. It is expected that by 2016 the additional generation of traffic shall be 200 Million Tons. Recently, Govt. of Orissa has also signed 10 MODs for Independent Power Plants to generate 11,000 MW. Such rapid industrialization would require special attention for development of infrastructure. In the port sector Govt. of Orissa has signed concession Agreement for

development of Dhamra and Gopalpur to all-weather ports of international standards. A MOD was signed by the Govt. of Orissa on 18.12.2006 to develop Subarnarekha Mouth (Kirtania) to an all-weather port. The Ministry of Railways has sanctioned six new BG Rail Links, eleven doublings and two gauge conversions along with electrification projects in order to cater to this traffic. This changing scenario would require heavy investment from Ministry of Railways for completion of the sanctioned projects as well as sanction of new lines, surveys and electrification etc. All sanctioned projects should be completed in five years.

The operating ratio of East Coast Railway since its formation has been one of the lowest in the Indian Railways. However, expansion of jurisdiction of East Coast Railways is a necessity for better coordination and facilitation of bulk customers. Ministry of Railways is requested either to extend the jurisdiction of Sambalpur division to include (a) Jharsuguda-Barsuan-Kiriburu (b) Rourkela-Nuagaon (c) Jharsuguda Himgiri or to create a new division with the headquarters at Jharsuguda or Rourkela with jurisdiction as mentioned above under the East Coast Railway. Likewise, the jurisdiction of East Coast Railway may be extended to include Banspani to Padapahar section and Bhadrak-Laxmannath Road section in Khurda Road Division.

Angul-Dubri-Sukinda Road (90 Kms)

Year of sanction, 1997-98. The estimated cost is Rs. 417.00 crores. Expenditure till March 2006 was Rs. 0.80 crore. Land acquisition for this project will be commenced shortly. Detailed estimate for Rs. 183.23 crores has been submitted to the Ministry of Railways. The Govt. of Orissa and RVNL are exploring the possibility of forming a SPY for this project. Ministry of Railways is requested for allocation of Rs. 50.00 crores for 2007-08 to enable land acquisition.

Talcher-Bimlagarh (154 Kms)

Year of sanction for this project was 2004-05. The estimated cost for this project is Rs. 790.08 crores. Expenditure till March 2006 was Rs. 0.41 crores. The final location survey has been completed and detailed estimate for Rs. 790.08 crores has been sent to the Ministry of Railways. In the meanwhile, survey for land acquisition is under progress. Ministry of Railways is requested for allotment of Rs. 50.00 crores for 2007-08.

Talcher-Sambalpur B.G. Rail Link.

This B.G. Rail Link was commissioned in the year 1998. Commissioning of this rail link has reduced the

*The speech was laid on the Table

[Shri Dharmendra Pradhan]

distance from Bhubaneswar to New Delhi by 150 Kms. A large number of steel plants are located in Sambalpur, Jharsuguda, Dhenkanal and Angul districts. Recently, Govt. of Orissa has signed 10 MODs for Independent Power Plants which shall generate 11,000 MW. These power Plants will be located mostly in Dhenkanal, Angul and Sambalpur districts. Therefore, the Ministry of Railways is requested to sanction doubling of Talcher-Sambalpur B.G. Rail Link.

Electrification

Electrification for the East Coast Link between Vishakhapatnam to Kharagpur has been completed. However, for the residual work, Ministry of Railways to allot Rs. 40.00 crores for 2007-08. With the completion of electrification of East Coast Rail Link the feeder links need to be electrified as a matter of operational strategy.

(a) Talcher-Sambalpur-Jharsuguda B. G. Rail Link New Lines and Surveys

Talcher-Gopalpur (245 Kms)

The survey report of Talcher-Gopalpur Broad-gauge Rail Link was submitted to Ministry of Railways and indicated a favourable rate of return. The recent thrust of industrialization with setting up of Steel, Power and Aluminum Plants would require a dedicated Railway link between Talcher to Gopalpur for export and import of raw materials and finished products. Moreover Gopalpur port will be developed to an all weather port very soon. Ministry of Railways is requested to accord sanction.

Passenger Amenities

Introduction of EMU Services

Electrification work for Talcher-Bhubaneswar is at the stage of near completion. Ministry of Railways is requested to introduce fast moving EMU trains to cater to the needs of passengers from Talcher/Angul-Bhubaneswar in place of the existing fast passenger running from the said destination.

Introduction of New Trains

(a) Express train from Talcher to Howrah

Looking into the rapid industrialisation of Central Orissa one new train in the name of Ma Hingula Express should be introduced from industrial town of Talcher/Angul to Howrah.

(b) Intercity Express between Jharsuguda and Bhubaneswar

The industrial scenario is fast changing with the large number of steel plants located in the Jharsuguda and Sambalpur districts. Inadequate train services is a serious impediment for people of that area. Ministry of Railways is requested for introduction of an intercity Express between Jharsuguda and Bhubaneswar.

(c) Superfast Express from Sambalpur To Allahabad

There is no direct train from Sambalpur to Allahabad. In order to meet the growing demand of traffic from Western Orissa, introduction of a train from Sambalpur to Allahabad via Ranchi and Gaya will enable the people of Western Orissa to visit important places of pilgrimage.

(d) Inter City Express between Koraput and Rourkela via Rayagada.

The Raipur-Vizianagaram-Koraput Kirandul B. G. rail link passes through the most backward areas of the State like Koraput, Bolangir and Sundergarh. An intercity express linking Rourkela with these areas of this State will give the much needed impetus for business and commerce of the area.

(e) Express Train from Titilagarh to Puri (via Sambalpur)

Presently there is no direct train from Titilagarh area to cater the needs of Western Orissa. Introduction of Express train on this route will provide relief to the people and also ensure emotional, social integration with coastal Orissa.

(f) Express Train from Keonjhar to Howrah

Keonjhar district has been connected in the Daitari-Banspani B.G. Rail Link. A large number of the tribal population shall use the direct link for trade and commerce.

(g) Superfast Express between Rourkela to New Delhi

The industrial and mining areas of Sundargarh and Jharsuguda district are sparsely connected to New Delhi. Introduction of a direct train will be immensely popular facilitating travel of passengers from these districts.

(h) One passenger train should be introduced from Dhenkanal to Kaniha via Angul and Talcher

INCREASE IN FREQUENCY

Visakhapatnam-Amritsar Express (Hirakund Express):

Frequency of Hirakund Express train may be increased to daily from 3 days in a week, to cater the need of passengers travelling from Western Orissa to the capital of India.

Bhubaneswar-New Delhi Rajdhani Express:

Rajdhani Express was introduced between Bhubaneswar and New Delhi in the year 1994-95 (bi-weekly). Since the number of passengers have increased five folds. The Ministry of Railways is requested to further increase the frequency of Rajdhani Express to daily. The increase in frequency should be via Sambalpur, Rourkela and Ranchi

Puri-Ahmedabad Express (via Sambalpur & Vizianagaram):

Puri-Ahmedabad Express via Sambalpur and Vizianagaram was introduced from Puri to Ahmedabad via Sambalpur (once in a week) and via Vizianagaram (thrice in a week). A large number of workers from Orissa are employed in Gujarat. It is requested that the frequency of this train via Sambalpur may be increased to thrice a week and via Vizianagaram to four days in a week.

Bhubaneswar-Kurla Express:

Frequency of Bhubaneswar-Kurla Express may be increased to three days in a week. This train is immensely popular and well patronized by passengers travelling from western Orissa.

COACHING TERMINALS

Orissa has only one coaching terminal at Bhubaneswar which is landlocked and inhibits expansion. This terminal should be expanded in order to accommodate more, number of trains. Similarly, proper coaching terminals may be developed at Berhampur, Sambalpur and Koraput.

This is few problems faced by respective stations in my constituency, Deogarh

Jharsuguda Rail Station

Jharsuguda station is gateway to Orissa and is a major junction. It connects four metros Chennai, Mumbai,

Delhi and Kolkata, Jharsuguda has developed into a major industrial hub of Orissa. However the station lacks on many accounts.

We demand following things to develop Jharsuguda rail station into an ideal one that could serve need and comfort of rail travellers.

We demand following things.

1. One dormitory and three rooms are there for rail commuters retiring. With industrial progress and economic up-liftment as number of passengers and specially upper class passengers are growing in number, few more rooms including a AC retiring room is needed badly.
2. Good quality food stall, coffee corner and fast food stall to serve need of passengers.
3. Automatic Ticket Vending Machine to be installed
4. There is one Computerized ticket counter called as Public Reservation Service Counter is there. This should be extended and two more counters may be added.
5. Free Toilet facility for common users.
6. Opening of Platform No. 4 and 5 at an early date.
7. The lighting facility at the station is not adequate. This may be improved for better convenience.
8. There is three cool drinking water units. One of them is non-functional. While repairing that three more needs to be installed to meet the drinking water need of the passengers.
9. Electronic coach guidance system for passengers convenience.
10. though demand for tickets on all classes has grown in last few years, quota for the station however has remained static. While increasing quotas in all we need specially our quota in 8451 Tapaswini Express hiked substantially.
11. Puri-Sambalpur intercity express may be extended upto Jharsuguda.
12. Opening of one city reservation counter to cater to city passengers needs.

13. STD booth in three platforms of the station.
14. The railways kiosks in Jharsuguda station are suffering problems due to IRTC guided pricing and taxes. Instead IRTC one the old payment system of railway Kiosks may be restored.
15. A limited length in the station has roofs over limited length. This need to be extended.
16. There is a railway health care centre (dispensary). That to be converted into a full-fledged hospital.
17. There is no computerized information system, this facility needs to be extended.
18. 2101/2102 Gyaneswari Deluxe Express passes through Jharsuguda, it has no stoppage here. This facility may be given.
19. Facility of people from Jharsuguda station to travel to Allahabad was there through a coach in train no 8507 and 8508. This has been withdrawn since one year. A train to Allahabad from Jharsuguda may be introduced to meet the local need.
20. Petrolling of RPF may be strengthened as the criminal activities are growing.
21. To extend facility to patients, physically challenged and smooth transportation of luggage sloping Road Bridge may be developed.
22. A portion from emergency quota from CKP and Sambalpur may be withdrawn and may be put at disposal of railways authorities at Jharsuguda. An ARM Office needs to be opened for overall coordination.
23. 2834 Howrah-Ahmedabad Express stops only for 2 minutes here. This time should be extended for 5 minutes.
24. Under ground road may be developed at Chokipada level crossing gate.
25. Railways owns Asia Largest olding plant named as flashing battery olding plant. Owned earlier by railways, now it has been given to private parties, If railways once again plan to take over the project, railways including its employees would be benefited.

26. Permission may be given to Railways Oriya Sanskrutika Sangha for use of land and premises on leased basis.

Dhutura Railway Station:

1. Connection of Main Road with the Rail Station.
2. Height of platform to be increased for passengers convenience.
3. The length of roof on the platform to be extended.
4. Provision of hygienic water supply in the platforms and setting up of urinals and toilets.
5. Sufficient lighting facility.

Panpali Railway Station

1. Provision of road connecting the main road and rail station.
2. Sufficient lighting facility
3. Provision of hygienic water and sanitation facility

Bagdelhi Railway Station

1. Stoppage of 8477/8478 Utkal Express
2. Platform to be extended to facilitate people to take advantage of longer trains smoothly
3. Provision of road connecting the main road and rail station
4. Sufficient light facility
5. Provision of hygienic water and sanitation facility

Dhuruadihi Railway Station

1. Provision of road connecting the main road and rail station
2. Sufficient light facility
3. Provision of hygienic water and sanitation facility

Bamara Railway Station

1. Construction of Level crossing gate over bridge
2. Sufficient light facility
3. Provision of hygienic water and sanitation facility

Garposh Railway Station

1. Permanent stoppage of Tapaswini Express
2. Provision of Road connecting the main road and rail station.
3. Sufficient light facility
4. Provision of hygienic water and sanitation facility
5. Supply of cool drinking water
6. Platform height to be increased for passengers convenience.

Talcher Railway Station

1. All the intercity Express train should run through Talcher station
2. Early completion of Railway overbridge at Chainpal and Ghantapada.
3. NTPC commercial line upto Kaniha should be used for passenger trains.
4. Commercial line put up by MCL from Talcher to Angul should also be used for passenger trains.

Talcher Road Railway Station

1. Platform should be heightened.
2. Drinking water, toilet, restroom, passenger shed facility should be developed in the station.

Passenger amenities like drinking water, toilets, passenger sheds should be developed in the following stations of my constituency. **Brundamal, Lapanga, Sasan, Rengali, IB, Brajrajnagar and Belpahad.** Construction of Railway overbridge at Belpahad on NH 200 should be started early date.

Computerised Rail Reservation system should be opened at district head quarter **Deogarh** at an early date.

This year Railway Ministry has not given adequate money as desired by State Govt. Last year the allotted money has not been fully utilized due to negligence of Ministry. This year, I demand adequate money should be given to State and 100% utilization of the allotted fund should be planned.

DR. COL. (RETD.) DHANI RAM SHANDIL (Shimla):
Thank you Mr. Deputy-Speaker, Sir, for giving me this opportunity.

I rise to speak in support of the Railway Budget presented by Shri Lalu Prasad, our hon. Railway Minister, on 26 February 2007 in this august House. I think that making a rail budget in a country of our size is a big challenge. I think that he along with all the 14 lakh employees of the Railways deserve deep appreciation from our countrymen for the way he has handled it along with both hon. Ministers of State sitting here, namely, Shri Naranbhai Rathwa and Shri R. Velu for presenting such a wonderful Budget to the country.

Once again it is a pro-poor, forward looking and popular Budget that caters to the needs of all sections, especially, the youth, women and the handicapped passengers. I noticed that some of our hon. Members from the other side downplayed the achievements and the good work done by Shri Lalu and his Ministry. We must appreciate when good work is done, and I think that this is how we can take our country forward.

This is the fourth Rail Budget—under the able leadership of Dr. Manmohan Singh, our hon. Prime Minister and the UPA Chairperson Shrimati Sonia Gandhi — in a row when there is no increase in the rail fares. On the contrary, there has been decrease in the rail fares, and this is the ground reality. Not only that, he has created history by generating cash surplus of Rs. 20,000 crore as against Rs. 14,700 crore in the previous year, which is also on record. He has been able to achieve astonishing results by turning Indian Railways into a profit-making organization and world class by this innovative approach.

An overview of the Railway Budget reveals that it is a people-friendly Budget in the true sense. The hon. Railway Minister has initiated some path-breaking steps like manufacture of comfortable coaches for unreserved second class; facilities for senior citizens and ladies above 45 years of age; concession for unemployed youth; special coaches for handicapped passengers; vendor coaches; and catering for Railway safety and security by introducing latest technologies available today.

Overall, this is a welcome Budget. I should say it is one of the historic Budget presented in recent years. On this occasion, I would like to submit that although the Budget has catered to the needs of our countrymen

[Dr. Col. (Retd.) Dhani Ram Shandil]

across the board, but my State Himachal Pradesh (HP) has not been included in the priority list.

I would like to add another important aspect that except for development during the British period, a very minimal progress took place after independence. Perhaps, a little bit has been done on Nangal-Talwara, and a few other projects, which were given to us. Otherwise, HP has been continuously neglected.

India is a land of diverse culture, and Indian Railways play a key role in not only meeting the transport needs of the country, but also in, particularly, binding together the dispersed and landlocked hilly backward zones, thus promoting national integration. I would like to go a step further to say that there is a need to inter-connect Jammu & Kashmir, HP and Uttarakhand, which is a strategic zone. Not only that, it will also give boost to the hydro-electric, and tourism potential along with horticulture and agriculture market needs of its population.

We are now talking and contemplating about Trans-Asian Rail network, which will run into thousands of kms. linking China in the East and Bulgaria in the West, and it will link northern part of our country. It would not be a difficult task, and it will be a wise proposition also. I request the hon. Railway Minister to consider it on top priority.

I would like to make use of this opportunity to forward a few suggestions for your kind consideration for the development of rail network in my constituency. I would not like to take much more time of the House. If you kindly recall, Shri Lalu had paid a visit to the State capital of HP, and I had the honour of conducting him for two days.

21.00 hrs.

The delegation from Paonta-Sahib had come and made their point. That is an important rail link which can be connected from either Dehradun axis or from the existing Ambala-Jagadhri, which is the main line, depending upon technical formalities. That is required not only in Paonta-Sahib but in that whole zone.

If you take it along the Shivalik Range right up to Momoon Cantt., in between Barotiwala, Nalagarh, and Baddi where all the industrial houses have come, it needs rail connectivity for industrial development of this region. I am sure, with your dynamic approach, Himachal will get this gift during your tenure.

Secondly, I would request the hon. Railway Minister to order a re-survey of new railway-line from Parwanoo to Darlaghat-Mangal area in my constituency, which has the distinction of having the largest cement plant in Asia, namely, Gujarat Ambuja Cements Limited, besides another cement plant by the JP Group of Industries which is coming up there. It will give boost to the rapid movement of goods, provide employment to the jobless youths, promote tourism, and farmers would be able to market their agricultural and horticultural produce. In fact, the industrial houses of Parwanoo area, JP Industries, Ambuja, etc., can pay part payment to the survey and the new line also.

Thirdly, there is a need to have Computerized Railway Booking Counters at the State Secretariat, Shimla, The Mall Road, Shimla, Kaza, Rampur and Darlaghat areas for the benefit of thousands of commuters in that region. Our hon. Chief Minister has already written on this to the hon. Railway Minister.

Finally, I would request the hon. Railway Minister to order implementation of the already planned railway projects, like Pathankot-Joginder Nagar line, Joginder Nagar-Bhanupalli line, which is planned and the hon. Prime Minister has announced his approval when he visited Nathpa-Jhakri area in Himachal Pradesh, and Chandigarh-Baddi line.

I would also, on this occasion, request the hon. Railway Minister to pay particular attention towards cleanliness of the trains, and the railway stations. Our Railways has reached world class standard, but it will be a further beauty and will really be a great attraction for foreigners as well as domestic tourism, if we pay particular focus and particular attention to cleanliness.

Finally, to conclude, I would like to say that by developing railways in the Northern part of our country, particularly Himachal Pradesh, this area would be a future Birmingham of Northern India.

With these words, I once again commend and support this Railway Budget which in spite of all the difficulties and challenges being faced by the hon. Railway Minister is a historic, innovative, pro-poor and one of the best Budgets presented in recent years.

[Translation]

SHRIMATI RANJEET RANJAN (Saharsa): Mr. Deputy Speaker, Sir, through you, first of all I would like to thank the hon'ble Minister of Railways for presenting the Budget

for the year 2007-08 keeping in mind the condition of poor people at the time of price-rise. Along with this, I would also like to thank the hon'ble Prime Minister and the Minister of Finance, Shri P. Chidambaram. Till date no one had thought in this manner for the railways. For this Budget, would like to extend my thanks to the Chairperson of UPA, Sonia Gandhi ji, hon'ble Prime Minister and all the coalition partners of U.P.A.

Sir, where we have hopes, we have expectation. Through you, I would like to put some points. First thing is that the hon'ble Minister of Railways has talked about the concession to the candidates going to appear in competitive examinations for government jobs. In this regard, I would like to submit that there is no other examinations for government jobs except the examinations for the railways where candidates go out. So, I would like to request that the concession in railway fares should be provided to all the candidates who go out of their States to appear in all such competitive examinations. Besides, girl students and boy students cover long distances to appear in competitive examinations and in the absence of reservation they have to travel for two-three days in standing. It is on account of this that they become physically and mentally tired and their performance in competitive examinations is affected. So, I would like to demand that reservation facility should be provided to them on priority basis.

I would like to mention something about women. Separate general class compartments should be provided for women in all long distance trains. Laluji has provided concessions to physically challenged persons and senior citizens. I would like to demand that separate general class compartments should be provided to those women passengers who travel alone.

I would also like to mention about big junctions and stations. I had raised the demand in this House during the Question Hour that separate waiting rooms should be provided for women at major junctions and stations. There is single toilet at major railway stations, platform and it is on account of this that passengers have to face difficulties. It is a basic requirement, on account of which the passengers have to face difficulties. So, every platform should have one or two toilets.

Separate ticket reservation counter should be set up for women. Separate reservation should be given to women in the allotment of stalls and shops at railway stations so that they may get employment.

I would like to say something about the sanitation. Be it a local train or long distance train, the condition of sanitation in general bogies remains quite pathetic. Often it has been observed that there is no sanitation staff to take care of them and keep them clean. So, there is a need to pay attention in this regard as well. Mostly lower sections of society travel in general class compartments, so special attention should be paid in this regard. When we travel out of Patna we find that there are only one or two staff and on many occasions even they are absent. So, attention should be paid on the sanitation of Lavatories.

There are many railway staff who are talented sportsmen and are well versed in wrestling, kabaddi, football, cricket, hockey and volleyball. I would like to demand that more funds should be allocated in railway budget for the promotion of village level sports like wrestling, kabaddi, volleyball etc. so that the sports persons of these sports may also earn fame for the country.

Hospital treatment facilities should be provided to the family members of railway porters. Separate retiring rooms should be provided at stations for coolies.

I would like to extend my special thanks to the hon'ble Minister of Railways that during his tenure more attention has been paid on the security of railway, however, presently more attention is required to be given in this direction. Along with this allocations for this should be further increased in the Budget.

The hon'ble Minister of Railways, Shri Lalu ji has announced to set up major facilities at several places including Madhepura, Chhapra in Bihar. The funds, for the setting up of sleeper coach factory in Madhepura, are not sufficient and the work in this regard is getting delayed, so more funds should be provided for this. The construction work should be completed at the earliest. It has also been proposed to set up electric rail engine factory in Madhepura. It is a historical heritage. On behalf of the people of that area and the people of Kushi, I would like to extend my thanks to him.

The hon'ble Minister, in his previous Railway Budget speech, had announced for introducing some new trains and laying of some new railway lines. I would like to submit that the funds in this regard have not yet been allocated. It has been proposed to lay new railway lines from Kurshaila to Rupaula, Bhawanipur to Bihariganj and from Bihariganj to Virpur via Singheshwar Sthan. However,

[Shrimati Ranjeet Ranjan]

work in this regard has not yet been started. Laying of railway line from Madhepura to Virpur and from Kursalla to Simri Bakhtiyarpur via Bihariganj should be included in the current budget and work in this regard should be started.

The announcements for laying broad gauge railway line from Katihar to Tejnaranayanpur via Manihari has been made by various Ministers but the said work has not yet been started. This work is very essential in the public interest so it should be included in the current budget and funds for the same should be allocated.

The hon'ble Minister had announced the transfer of land of railways for construction of road from Saharasa to Koparia via Dhamhara Pul, Maheshkhut, but it has not been done. It should be transferred without any delay and arrangement for construction of road should be made. An announcement regarding Saharasa overbridge was also made, but till now funds have not been allocated in this regard.

The doubling work from Sakri to Laukaha was also included and the same has been included in this budget also, but no progress has been made in this regard. Since, it is near to international borders, this work is important from strategic point of view also. In these circumstances, this work will not be completed by the year 2009. Therefore, attention should be paid towards its early completion.

With these words, while supporting the railway budget, I conclude my speech.

[English]

MR. DEPUTY SPEAKER: Now, Shri Francis George. Please be very brief and conclude within five minutes.

SHRI K. FRANCIS GEORGE (Idukki): Thank you for the opportunity, even though you have restricted it to five minutes.

The Railway Minister has presented a Budget which has been hailed by all sections as a very promising one. Probably, for the first time in the country we have come out with a Budget surplus.

In fact, I have some doubts about this because the *Economic Survey*, at page 199 indicates that large investments will be needed for future augmentation of

capacity, for acquiring new rolling stock, gauge conversion, renovating railway tracks, computerization of signal systems, etc. A very conservative estimate shows that we would need about Rs. 2 crore in the coming years with a long gestation lag. Whatever it may be, I do not want to go into all those details. Due to paucity of time, I will go to the points connected with Kerala. As my colleagues who spoke earlier from Kerala had pointed out, we are a little bit disappointed about this Budget.

In the case of Kerala, it has always been neglected as far as railway development is concerned. During earlier times—I do not want to name any one—when we used to ask for some railway projects, the Railway Ministry used to say that we do not have any big industries and so, why should we need a full-fledged railway network in Kerala? That has been going on for a long time.

But with Lalu Ji at the helm and with our neighbour Velu Ji in charge and looking after the southern side, we expected a better deal. But unfortunately, we have to say that we are a little bit disappointed. Kerala had asked for nine new trains, a new zone, completion of 65 ROBs which are very vital as far as a small State like Kerala is concerned, to clear our traffic bottlenecks, a new freight corridor, EMU trains between Trivandrum and Quilon, electrification of Shomur-Mangalore line, an EMU car shed at Quilon and development of Trivandrum, Ernakulam, Calicut and Palaghat Stations. But what we got was only a Garibh Rath, that too only from Trivandrum to Mumbai and not even up to Delhi.

In the case of a zone, we have been demanding this for quite some time because funds are allotted for zones and not for States. The reply was that the zones are not allowed or approved on the basis of linguistic considerations. We agree with that. But of late, certain decisions have come out where we wonder whether the Railways stick to those principles throughout the country. Are those norms and rules are only for Kerala? We are a little bit doubtful about that.

Certain announcements have been made; survey of Dindugul-Kumaly is a good step; for the first time, if this is done fast, the higher ranges of Kerala like Idukki district where all the cash crops and spices are grown, will be connected with the railway network. That stretch is entirely in Tamil Nadu; it does not touch Kerala at all. Kumaly is the only place connected with Kerala; otherwise, it will stop five kms. short, at the border of Kerala. I appreciate and I am grateful to the hon. Minister for that.

There is an old line, Angamali-Azhudha, for which a part-detailed estimate has been sanctioned by the Railway Board. It has been hanging fire for a long time, but nothing much seems to have been done even in the Budget. There is a very low provision; land has to be acquired; this particular line, will be going through the mid-land of Kerala. Otherwise, Kerala traditionally has been serviced only in the coastal belt. Now, with that, mid-land of Kerala and the higher ranges of Kerala will be connected, if this work is taken up in an urgent manner.

There is another work—Madurai-Kottayam which will connect really the high ranges of Kerala. The survey is over, but there is no mention of it in the Railway Budget. We also demanded a new survey, just a survey, from Nedumbacherry Airport to Kodaikanal, connecting all the tourist spots in Kerala and Tamil Nadu.

I would request the hon. Minister to just order a survey. We had also demanded a train on the model of Palace on Wheels which has been introduced in Rajasthan going through all the Southern States of Kerala, Tamil Nadu, Andhra Pradesh and Karnataka covering all the major tourism spots of the Southern States. There is no mention of that in the Railway Budget.

Sir, doubling and electrification are the two very vital things as far as Kerala is concerned. Even doubling of Ernakulam-Kottayam-Kayamkulam and Ernakulam-Alleppy-Kayamkulam will not be completed in the near future. As regards electrification, it is almost complete but still Shoranur-Mangalore and Trivandrum-Kanyakumari sector which is very vital, has been omitted. This stretch is also to be completed. The development of Kuchuvelli Terminal is important because Trivandrum Terminal is congested. That is why, we have formed a new terminal at Kuchuvelli. It has to be developed and requirement of the next 25 to 50 years has to be looked into. We had asked for a provision of more than Rs.20 to 22 crore but the allotment provision is only Rs. 1 crore. So nothing much is going to happen in the near future. So, this is the way Kerala is being treated.

Regarding bifurcation, as has been mentioned here, I would request my friends from Tamil Nadu not to get agitated. We have nothing against Tamil Nadu. The Palakkad Division was originally having 1132 route kilometres. Now after the bifurcation, what do we see? The new Salem Division has got 843 route kilometres and Palakkad Division has been reduced to 509 route

kilometres. What I am suggesting is that we are not against forming a new division at Salem. None of us is against it. I would request the hon. Minister that while replying to the Budget discussion he would make a formal announcement that this will be looked into again. The hon. Minister has agreed to us that he will call a meeting of the Chief Ministers of Tamil Nadu and Kerala to discuss this matter and to come to an amicable settlement. Natural justice demands that the mother division retains the majority of the route kilometres and the new division naturally has to be smaller than the mother division.

So along with that a west coast zone should be formed including Trivandrum, the new division of Salem, Konkan, Madurai, Palakkad which all are surrounding divisions.

So, I would earnestly request the hon. Minister to consider all these points. I hope he would also consider Kerala in the light of all the contributions that Kerala has done for this country. So, I hope that the hon. Minister will consider all this and take a favourable decision as far as this very vexing and controversial decision of bifurcation of Palakkad Division is concerned.

SHRI SARBANANDA SONOWAL (Dibrugarh): Sir, in the Railway Budget, as usual, it is again very much visible that the North-East is a forgotten chapter because whatever promises have been made in the Budget, North-East is not covered up. In the sector of electrification, particularly Guwahati-Amritsar is mentioned. It is promised that this would be completed by the end of the 11th Plan. This is the first Railway Budget for the 11th Five Year Plan but this targeted to be completed by the end of 11th Plan. That means we have many miles to go. As regards the introduction of new trains, out of 32 trains not even a single train has been given for the people of North East.

Even in respect of coverage of the entire stretch of the North-Eastern region by trains, the Railway Budget has failed to fulfill the aspirations of the people of the area. This is a very sorry state of affairs on the part of the Indian Railways. Why are they trying to deprive the people of the North-Eastern region? We have seen how our neighbouring country China is developing their railway network all across its borders from North China to South China, bordering Mizoram and are even extending their railway network up to Pakistan via Tibet. The Government of India, particularly, the Ministry of Railways is not willing to develop the North-Eastern region with modern railway infrastructural facilities. This is not the way to promote

[Shri Sarbananda Sonowal]

the cause of a particular region, particularly in respect of providing railway connectivity to the region. That is why I would like to make a sincere appeal to the hon. Minister, through you, that the North-Eastern region should have a separate zone in the name of North-Eastern Railway Zone. This has been a demand of the people of Assam.

21.21 hrs.

[SHRI VARKALA RADHAKRISHNAN *in the Chair*]

Sir, as you would know that keeping in view the need for providing special treatment to the North-Eastern region, a separate Ministry to oversee the affairs of the region has been created. On the same lines the region should now have a separate railway zone, not in the name of NR Railways but as North-Eastern Railway Zone so that this particular zone is able to accommodate the aspirations of the people under its jurisdiction. Moreover, there is lack of goods train in the region which could help accommodate the interests of the passengers as well as of the businessmen belonging to both the private as well as public sector. Therefore, I would like to request the hon. Minister to consider running more goods trains in the region. In respect of better connectivity with rail, I would like to submit that all the capital headquarters of the North-Eastern States should be connected by railway network. That should have been the target of this Railway Budget.

Sir, the entire North-Eastern region suffers from the problem of unemployment. We have got about 20 lakhs educated unemployed youth in our region. That is why it has been the demand of the people of Assam and also of the other States in the North-Eastern region that posts in Group C and Group D should be reserved for the people of this region. Also, in order to avoid frequency of accidents, the Railway authorities need to construct more and more flyovers in this region.

Sir, as you would know Dibrugarh was the second place from where the Indian Railways started its journey some more than 150 years ago. But today places like Dibrugarh and Tinsukia are deprived of modern railway facilities. My submission is that the hon. Railway Minister should accept this as a Railway Heritage Zone. Historical importance of this place should be protected. One of the oldest railway workshop is located there. That workshop should be upgraded and modernized. Tinsukia is one of the leading trading centres. More and more goods trains should pass through this place and also carry passengers from all important centres of the country to this place.

Sir, there was a demand from the people of Assam and the North-Eastern region that we should have a coach and wagon making factory either in Assam or in any other part of the North-Eastern region. A survey for this purpose was conducted. The Railway Ministry proposed to have this factory at New Bongaigaon. I would like to request the hon. Minister that New Bongaigaon should be one of the centres where the Ministry could set up this wagon and coach making factory.

The hon. Railway Minister, in the Railway Budget has congratulated the hon. Prime Minister for declaring the construction of the Bogibeel bridge on river Brahmaputra, Rangiya-Mukongselek gauge conversion and Azra-Byrnihat and Dimapur-Kohima new line projects as national projects.

But I am sorry to say that in the General Budget only Bogibeel Bridge was mentioned. Moreover, it was promised by the Finance Minister that it will be taken up as a national project. He has not said that it has been approved. These three projects have been avoided. It is very surprising for all of us. The people of Assam celebrated when we got to learn from the Railway Minister that these four projects have been declared as national projects. But, in the General Budget, these projects were totally missing. This sort of a game is being played with the future of the people of Assam and the North-East. This is my basic question to the hon. Minister. This kind of dirty politics should not be played with the people. This technique should not be undertaken because Assam and the North-East are an integral part of this country.

We have demanded for extension of the jurisdiction of Rangiya Railway Division of NF Railways from Dangtol Station to Srirampur Station (Assam) and from Fakiragram Junction to Dhubri Station (Assam). The hon. Minister is here. I think he will reply to all these demands. I would request that my points should be considered sympathetically.

[*Translation*]

*SHRI NIHAL CHAND (Sriganganagar): Sir, I would like to thank you for giving me an opportunity to speak in general discussion on railway budget 2007-08. The hon'ble Minister of Railways has not increased the freight and other fares in the rail budget. But the fare of 117 rail superfasts in the entire country has been increased at the rate of Rs. 10 per person instead of revising the fares in the budget, the hon'ble Minister has revised the

fares prior to the budget. New targets for renewal of railways have not been set up and no importance for setting up of new services has been given, it is totally wrong. Many, hon'ble Members before me had participated in the discussion on railway budget, I would not like to repeat all those things. But I would definitely like to say that the State of Rajasthan has got nothing. This is absolutely true. He has made announcement in regard to introducing 32 new trains. Out of it, Rajasthan has got only one train. No concrete plan or facilities for passengers has been provided in the rail budget. At present, there is a dire need to modernise Indian railways. It should be equipped with new technology from security point of view. The security fund of Rs. 17 thousand crore was supposed to be spent on name of security in six years, which has not been spent. The extension of one more year has been given for it.

Sir, the dream of gauge conversion from Dhaulpur to Mathura and extension of that line up to Sriganganagar via Karauli, which was visualised in rail budget of 1951, has still not been realised.

The inauguration of metre gauge line from Sriganganagar to Swaroopsar was made in the year 2003. Even after release of funds of Rs. 1 billion 15 crore for 112 kilometre long line, this work is still lying incomplete. Only Rs. 7 crore has been spent on this line during current year. Through you, I would like to request the hon'ble Minister to release full funds so that the work can be completed in time. This is the only line in bordering area which is lying incomplete. It is very essential to complete it.

Kisan Express which runs between Bhatinda and Delhi should run via Hanumangarh and extended upto Suratgarh. It's maintenance can be done in Suratgarh.

A new intercity train should be introduced from Sriganganagar to Jaipur via Loharu. Rewari-Sadulpur passenger train should be extended upto Hanumangarh. Ganga-Jamuna Express from Bikaner to Bhatinda via Suratgarh-Hanumangarh should be introduced. Hanumangarh is an important railway station between Bikaner Division. Earlier, there was a loco shed. After its closure, many employees have been transferred to other stations, and their quarters are lying vacant. Loco shed should be set up over there. In 1998, Shri Vajpayee ji had announced in Hanumangarh a new survey of rail line from Sriganganagar to Sardas Shahar via Hanumangarh Rawatsar. Its survey has been completed.

This rail line should be sanctioned at the earliest and its work should be completed. A narrow gauge line of Hanumangarh junction railway station is in dilapidated condition, this washing line should be reconstructed as broad gauge line and passenger express trains of broad gauge line should be run upto Hanumangarh. The rakes of Sriganganagar-Haridwar, Sriganganagar-New Delhi, Bhatinda-New Delhi trains are changed, therefore even if one train is late, all trains get late, the mandis near Sriganganagar are adjacent to Indo-Pak border, the passengers face great inconvenience, if train gets late. Since when Sriganganagar Intercity has been converted into superfast train, the train often gets late. It should be run on time and one more A.C. Chair Car coach should be attached. Shivganga Express which runs from Varanasi to new Delhi should be extended upto Sriganganagar.

Udyan Abha Express running between Sriganganagar and New Delhi often runs late. It should run on its scheduled time. In the month of January, this train is discontinued for a month. It is a gross injustice against the citizens of that area. It should not be discontinued.

All work in regard to running Lal Qilla Express between Sriganganagar, Hawra and New Delhi have been completed, it should immediately be brought into effect.

Sriganganagar railway station was declared as modern railway station in year 2003, but work in this regard has not been completed till now. Many tea stalls are lying closed over here since a long. The passengers are not getting catering facility and the rail administration is also suffering losses due to it. Therefore, it should be restarted.

With these words, while thanking you, I conclude my speech.

*SHRI SUBHASH MAHARIA (Sikar): Hon'ble Mr. Speaker, Sir, I would like to put forward my following suggestions in regard to the discussion on the Railway Budget 2007-08.

Shekhawati Express which set up a link between Shekhawati region and the capital of India, Delhi since passengers from Sikar, Nawalgarh, Jhunjhunu and Chidawa areas traveled to Delhi, is being extended upto Delhi only owing to absence of metre gauge between Rewari and Delhi.

*The speech was laid on the Table.

[Shri Subhash Maharia]

The passengers of Shekhawati Express have to cool their heels for 2.30 hours since once it reaches Rewari at 1.30 hrs. there is no other train for Delhi before 4 O' clock.

A new train should be introduced in view of a proper time table between Rewari and Delhi so that people could be spared from the inconvenience of long hours of wait and the passengers from Shekhawati should be provided reserved seats in the trains passing through this area.

Hon'ble Minister of Railways has given the gift of broad gauge to Shekhawati area under the Eleventh Five Year Plan and has given the assurance of laying Rewari Phulera broad gauge this year itself, however the Ministry of Railways has taken a proper step for the welfare of the people of Shekhawati after 3 long years.

Metre gauge line was laid during the British era, thereafter the railway line from Sawai Madhopur to Luharu was laid by the Jaipur State Railways in piece meal. A track dedicated to freight carriers was laid from Fatehpur to Churu and Dabla to Khetari. However, no other track has ever been laid by the Department of Railways after Independence besides the above mentioned work, which is regretful.

It is an era of broad gauge and being both a commercial and religious place the passengers travel through only broad gauge.

The Shekhawati area housing maximum soldiers still anticipates broad gauge line in the area.

If the line from Rewari to Jaipur via Luharu, Jhunjhunu, Sikar, Rings is converted into 350 km, broad gauge, then the luck of 40 lakh people of this area would shine.

As stated by hon'ble Minister of Railways that most of the metre gauge would be converted into broad gauge by the end of 11th Five Year Plan and 50 per cent of the expenditure of the cost of such schemes shall be borne by the State Governments, however, the Department of Railways is under the Central Government and expenses involved in all the works performed for the upliftment of Railways have been borne by the Department of Railways, so the expenses involved in the schemes of gauge conversion from metre to broad gauge should be completely borne by the Department of Railways.

As stated by the hon'ble Minister of Railways the work of gauge conversion from metre to broad gauge of Jaipur - Sikar-Churu- Jhunjhunu shall be undertaken by the end of the 11th Five Year Plan. However, most of the people from Rajasthan are either working or doing business particularly in West Bengal, Tamil Nadu, Andhra Pradesh and other States. Similarly, most of the people of these areas are working in gulf countries. The routes, of this area are mostly busy because of traffic and for trade and devotees in large numbers continue to throng this area owing to large number of pilgrim places in this area. So, this work would give immediate benefits to this area and to the Railways so, the work of gauge conversion from metre to broad gauge which is scheduled for the end of the 11th Five Year Plan should be accorded priority in the first year of the 11th Five Year Plan. This route would be complete after the completion of broad gauge work on Jaipur-Sikar-Churu-Hanumangarh-Ganganagar and Jaipur-Sikar-Jhunjhunu-Rewari to Delhi line.

Sikar is an important station of Shekhawati region which earns maximum revenue for Railways in the entire Jaipur division after Jaipur and Alwar. Which is approximately Rs. 80,00,000 per month and it is really necessary to make Sikar Railway Station a Model railway station owing to its being a commercial and religious and tourist hub.

There are important educational institutions in Piloni, Laxmangarh etc. A large number of students, teachers, researchers travel to these places. Railways can be very useful for the further development of educational areas and as far as minerals are concerned, mines of mica, gypsum, lime and salt are found in this area. These minerals are required in industries like those of cement, edible salt etc. The transportation of these goods would be more convenient and effective owing to gauge conversion on these routes which would be beneficial for these factories and particularly for the economy of the Railways.

[English]

MR. CHAIRMAN: Prof. Rana Singh Rawat, please confine yourself to only five minutes. We have to conclude by 12 midnight. I do not think you will ask me to sit beyond 12 midnight.

[*Translation*]

PROF. RASA SINGH RAWAT (Ajmer): Hon'ble Mr. Chairman, Sir, I am afraid that I would not extend my support to the Railway Budget presented by hon'ble Lalu ji, since Rajasthan has been grossly neglected in this Railway Budget. It is being constantly reiterated here that the Railways have earned a profit of Rs. Twenty thousand crores. However, I hesitate to add that they have to pay the outstanding dividend of Rs. Four thousand crore which has been included in the profit. Besides, they also have to take into account the depreciation which is negative receipt to the tune of Rs. Four thousand crore. This way Rs. Eight thousand crores get subtracted and the balance is Rs 12 thousand crore. Despite that it is being reiterated that the Railways have earned a profit. I would like to tell the Government that one might dream of distant horizons but our feet should be firmly placed on the ground. They have presented a populist budget. This is Laluji's fourth budget. But if I tell hon'ble Minister of State in the Ministry of Railways that they have sufficiently milched the cow now its time to arrange for its fodder. Railway is like a milch cow, which has been milched to the hilt. The kind of steps that were required to be taken for the betterment of the Railways appear to be missing in the budget. No attention has been paid towards developing the infrastructure. If I say that now bottle has been refilled with seasoned liquor it would not be an exaggeration to say so.

Mr. Chairman Sir, it has been stated that fares have not been increased but one can well imagine the loot in the name of off-season, full season and 'Tatkal-Sewa'. Thereafter certain passenger trains were converted into fast trains and their fares were increased, about which no one came to know anything, the same situation is likely to be created in this budget too. The development of infrastructure has been vitally ignored in this budget. There are neither any long term plans nor any guarantee to sincerely implement the ongoing programmes. No attention has been paid to all these things.

Mr. Chairman, Sir, as I said the people of Rajasthan are feeling disappointed. It is the largest State in terms of its area and is a border State. Six trains were given during the last budget and this time only three trains have been given and two out of these would operate after gauge conversion. It means that next to nothing has been given to Rajasthan.

In the last budget 11 trains in Rajasthan had been extended and this time only four trains have been extended. It will be a consoling factor if the gauge conversion going on in Rajasthan for a long time gets completed. No work related to new gauge conversion, new railway line, electrification or doubling has been given. You belong to Gujarat; Delhi-Ahmedabad is a main line. This is the life line of Delhi, Gujarat and Rajasthan. Had at least a scheme of electrification or doubling been included, it would have benefited Rajasthan, Gujarat and everybody. Therefore, a high sense of equality should be exhibited with regard to the extension of railway lines and the allocation for purposes.

However, I am compelled to say that the dark clouds of politics are enveloping the budget. Many trains were given for Uttar Pradesh and Bihar however; no trains were given for Rajasthan. So far no one belonging to Rajasthan has become the Minister of Railways. As a result, from the very beginning Rajasthan was being neglected. No one can contest the jugglery of figures presented by Lalu ji. People have been misled but in fact when we scrutinize the budget, we can say that it is more like 'much cry little wool'.

North-West Railways has been the most benefited one this time, however, it did not turn out to be useful to Rajasthan as it should have. Many announcements have been made about rail projects but very little work has been accomplished. Through you, Sir, I would like to know from the Minister of Railways the number of incomplete projects of the current year. Take Ajmer-Pushkar line. Six years have passed, there is only a small segment of 15-16 kilometers and new railway line has not been constructed so far. There are so many such railway lines which have been announced or the earlier left behind work has been completed but the remaining work has been lying pending. Therefore, pending projects should be completed quickly. Railway is not ready to execute the works by moving away from the beaten track. As a result pending works keep mounting. Along with this, absence of necessary reforms which should have been effected in Railways is also visible.

Many a times we compare ourselves with China, but the productivity of China is many times better than us. They have fewer staff than us but here there is 26 per cent surplus staff. The capacity of the staff should be fully utilized so that, as compared to China, from the view point of productivity, profit, more facilities could be provided. Railways are the veins of the country through

[Prof. Raza Singh Rawat]

which blood filled with national integration flows. Rail connects everybody but in view of safety, security and punctuality it has turned out to be a failure. The Minister himself may aware that when Delhi-Ahmedabad train started for Haridwar, sometimes it arrived half an hour late and other times 45 minutes late. Shatabdi train which should reach Delhi by half past ten never arrives before quarter past eleven. Every train some time or other arrives late. When we go to a railway station, it is written there that inconvenience is regretted, train is late by 45 minutes but it arrives only after being late for two hours and fifteen minutes. Therefore, safety of the train, their time schedule and their punctuality should be maintained whose absence is clearly visible.

You should be aware that sanitation year has been celebrated. Earlier passenger year has been celebrated but what happened to the plight of the passengers? Now sanitation year has been celebrated but what is the condition of cleanliness? Therefore, I would like to say that practice what you preach. ...*(Interruptions)*. You have rang the bell. Sir, I am a senior citizen. Railways also give concession to senior citizens. Therefore, I should also be given concession from your side. Ajmer-Pushkar Railway line should be constructed at the earliest and it should be extended upto Medata so that Western Rajasthan could be linked. The metre gauge line from Marwad Junction to Mawali Junction also needs to be converted into broad gauge. The matter regarding Ajmer-Chittour is moving at snail's pace. It should be completed on stipulated time. The trains which have been announced earlier like Ranchi-Ajmer-Garibnawaz have not yet commenced operation. At least get the trains run which have been announced earlier. At least make arrangements for the running of Ranchi-Ajmer train. Train to Kishanganj has been started. Train service for Jaipur-Agra Fort-Gwalior should be extended upto Ajmer. During the reign of Shahjahan, there was a link between Agra and Ajmer but Railways has created distance between them. On return it has become a longer route, therefore, I request that Jaipur-Agra Fort-Gwalior Intercity should be extended up to Ajmer. A new train should be introduced for Ahmedabad via Agra Fort-Bandikui-Jaipur-Ajmer-Marwad Junction. This was a popular train during the times of meter gauge. Hon'ble Minister may be aware of this fact. Amritsar-Jaipur Express should be extended upto Ajmer. Stoppages of one minute should be given to Ashram Express (Super Fast Express) at Byawar and Kishanganj stations. Along with this, whichever new trains have been announced, once gauge conversion is over, trains should

be run between Ratlam and Ajmer and Mumbai-Udaipur and Ajmer. Rail services have not yet been reached in areas like Udaipur-Himmatnagar-Ahmedabad, southern Rajasthan and Shekhawati areas. Attention should be paid towards these areas also. I have also got links with those areas. I am speaking for them as I have links with them. Many people belonging to Kerala reside in Rajasthan but people are facing problems due to the absence of trains to Ernakulam, Thiruvananthapuram and Chennai from Ajmer. Therefore, Ajmer be connected with all these places. Direct trains should be run from Ajmer to Guwahati and Thirupati as Ajmer have Dargahsharif and Pushkar where Hindu-Muslims both come to pay their obeisances. Mr. Chairman, Sir, I seek your protection and I would like to request that Ajmer is known as a religious place and the railway city, its importance should be acknowledged. As it had prominence in B.B. and C.R., similarly same prominence should be accorded to Ajmer in western railways and West-North railways. This is a religious place situated at the centre of Rajasthan, it should be maintained.

I am thankful to you for giving me a chance to speak.

[English]

*SHRI G.M. SIDDESWARA (Davangere): I would like to bring to your kind notice regarding the present Railway Budget.

Sir, I have been elected for the first time as Member of Parliament from the Davangere Constituency in Karnataka. For the railway development works, I approached so many times the Hon'ble Railway Minister. But I did not get any positive response from the Minister.

Sir, my Constituency is famous for education and industries. For over all development of my Constituency, the Railway facilities are essential. Hence, I request the Hon'ble Minister to include in the present Budget the below mentioned works:

- (i) Construction of Road Under Bridge (RUB) or Road Over Bridge (ROB) near Ashoka Theatre in Davangere or erect the double gate;
- (ii) Upgradation of Harihar, Chickjajjur, Holalkere and Ramgiri Railway Stations;
- (iii) Providing stoppage of Ranichennamma Express, Kurla Express and Ajmer Express at Chickjajjur Railway Station;

*The speech was laid on the Table.

- (iv) There is a demand for introduction of another one Intercity train at 5.30 AM (Davangere) between Hubli-Bangalore. But every Tuesday and Saturday at 4.35 AM, Vasco-Yashavanthpur train is there, instead of introduce a new Intercity train, necessary steps be taken to regular the Vasco-Yashavanthpur train and look in to reaches Davangere at 5.30 AM instead of 4.35 AM.
- (v) To retain the existing Railway gate near Gyarehalli Village, Holalkere Taluk, Chitradurga District.
- (vi) Extension of Passenger Train No.280 from Birur to Chikkajajur. The present route of the train No.280 is that it starts from Shimoga at 5.45 PM and reaches Birur at 7.45 PM.
- (vii) Opening of level crossing gate No.305/9-10, Near Kodaganur Railway Station, Davangere District.
- (viii) Delay in taking up the works relating to Davangere Parliamentary Constituency, those sanctioned under 2005-06 Railway Budget, which are:
1. Davangere-Harihara Road Over Bridge in lieu of level crossing No.207
 2. Davangere-Harihara Road Over Bridge in lieu of level crossing No.208
 3. Davangere-Tolhunse Road Under Bridge in lieu of level crossing No. 197
- (ix) Provide cross drainage near Chikkandawadi Railway Station, Holalkere Taluk, that was previously closed during Broadgauge Conversion.
- (x) Lessen the height of the basement of Road Under Bridge (in Poona Bangalore Road) near Bandedommenahalli Village, Holalkere Taluk, Chitradurga District.
- (xi) Provide stop to Hubli-Bangalore Passenger Train at Huchhawanahalli Village, near Mayakonda Railway Station, Davangere District.
- (xii) Proposed pipeline of Ubrani-Amruthapur Lift Irrigation Scheme of drinking water supply to Tarikere in Chikkamagalur District and Channagiri Taluk in Davangere District, crossing at Railway line at 42/1-2 near Bhadravathi-Shivani road.
- (xiii) The allocation for conduct of survey work for Chitradurga Jagalur-Kottur new rail line has already been made in the Railway Budget 2005-06. But I am sorry to say that the survey work has not yet been started and I request the Railway Minister to take immediate action to conduct survey on this new line.
- (xiv) I am glad that the Railway Minister has allocated amount for onducting survey for construction of new railway lien form Tumkur to Davangere via Chitradurga. I request the Hon'ble Railway Minister to issue necessary instructions for completion of the survey work within a year.
- (xv) The Railway Minister has allocated funds for completion of the Kottur-Harihar new railway line. There is a general demand of the people that this new railway line should be extended upto Shimoga. I request the Railway Minister to consider the proposal and extend the Kottur-Harihar new line upto Shimoga.

I request the Railway Minister to look into the matter and do the needful for the benefit of the people of Davangere Constituency in Kamataka.

SHRI ANWAR HUSSAIN (Dhubri): Mr. Chairman, Sir thank you very much for giving me the opportunity to participate in the debate.

I rise to support the Railway Budget presented by the hon. Minister of Railways, Shri Lalu Prasadji. The hon. Minister deserves congratulations for providing so many good things. But I hail from the North-Eastern Region. I cannot be happy with this Budget. However, it is indeed pleasant to hear Shri Lalu Prasadji while he says in his Budget Speech:

"I express my gratitude to the hon. Prime Minister for declaring the construction of Bogibeel bridge on river Brahmaputra, Rangia-Morkongselek gauge conversion and Azra-Bamihat and Dimapur-Kohima New-line projects as National Projects".

But, unfortunately, the hon. Minister of Finance in his Budget Speech told that Bogibeel bridge would be taken up in the 11th Five Year Plan. So, virtually what the hon. Minister, Shri Lalu Prasadji, assured is nothing. We do not have any confidence. It is a region always neglected by the Ministry of Railways. By this a clear message goes to the North-Eastern Region that the hon. Minister

[Shri Anwar Hussain]

of Railways who could have taken up the project from his own Budget did not care to do so and the hon. Finance Minister's mention does not indicate that he is interested at all for the development of the North-Eastern Region only because these projects are from the North-Eastern States. But the people of North-Eastern Region must be grateful to the hon. Prime Minister because he is the person who came forward to declare these national projects.

Sir NF Railway zone consists of eight North-Eastern States—some part of West Bengal and some part of Bihar. As you all know, North-Eastern States have a privilege to have ten per cent of the total Budget allocation of Indian Railways or other developmental projects. When this ten per cent comes, the Ministry of Railways very cleverly tells us that you are getting ten per cent, but actually they bluff us. The major portion of this money goes to West Bengal and Bihar whereas this ten per cent is fixed for the North-Eastern States.

My hon. friend mentioned here about the creation of a new zone. We are getting 10 per cent additional fund of the North-Eastern States. So, I support my friends. I would propose that a new Zone should be created named the North-Eastern Railway Zone.

In the new Budget, no proposal for electrification is mentioned for the North-Eastern States. 32 new trains are proposed to be introduced but none of the train is introduced in the North-Eastern States. 23 trains are for extension but no extension is given to the North-Eastern States. No gauge conversion is there in the proposal though there are 17 proposals. No proposal for any survey is there. This is the way how the Railway Ministry is treating the people of the North-Eastern States.

My constituency is Dhubri. From 2001, about 55 kilometres of railway line is for gauge conversion. Not even 10 per cent work has been completed in these six years. For completion of the 55 kilometres, how many decades will be taken? That is my question. So, in a place, in a district which has about 20 lakh people, not even a single inch of effective railway line is there. It is a shame on the part of the Railway Ministry.

The New Moinaguri-Jogighopa line is there but work is very slow. I would raise a question. In his reply to the Railway Budget, I would like to have a clearcut answer from the hon. Railway Minister. The Government has given 10 per cent for development of the North-Eastern States

in respect of railway works. With this 10 per cent money that has been given to the North-Eastern States, you have taken up the projects.

The Government always takes up very good projects. This year also Lalu Prasad ji has taken up very good projects. I would like to give an example about the functioning of this Ministry. During the Tenth Five Year Plan, there was a target for new lines of 1310 kms. But during the five years, this Ministry could construct only 945 kms. They could not construct 365 kms which means a lapse of 28 per cent. There are other examples also.

As regards the EMUs, there was a target of 1965 numbers. They could complete only 869 numbers. They could not complete the 1096 numbers. That means, they could not do 55 per cent of it. So, there is inefficiency and incompetency on the part of the implementing machinery. The hon. Railway Minister must look into it.

In the Annual Plan, Rs.1510 crore was allocated in the Budget of 2006-07. For new lines, the budget allocation was revised to Rs. 2,534 crore at Revised Estimates stage. The physical target projected at 550 kms. at Budget Estimate stage has been reduced to 275 kms. at the Revised Estimates stage. It means they have taken up only 50 per cent of the work, but ultimately they could complete only 180 kms. during this year.

MR. CHAIRMAN: Please conclude.

SHRI ANWAR HUSSAIN: Sir, I am concluding.

I would like to say a few words regarding gauge conversion. The allocation for gauge conversion works has been increased from Rs. 1,300 crore to Rs. 1,901 crore at the Revised Estimates stage and the target for gauge conversion has been increased from 1,100 kms. to 1,225 kms. It is observed that the actual achievements of gauge conversion by the end of December was only 548 kms.

MR. CHAIRMAN: You please conclude now and lay the written part of your speech on the Table of the House. I am going to call the next speaker.

SHRI ANWAR HUSSAIN: Sir, it is not written. I will take only one minute more.

MR. CHAIRMAN: If you do not conclude now, I will call the next speaker and whatever you speak after that will not go on record.

SHRI ANWAR HUSSAIN: Sir, introduction of 57 new trains and extension of 37 trains were announced during the year 2006-07 besides increasing the frequency of 12 trains. It is observed from the Budget documents that by 31st January, 2007, Railways could introduce 47 new trains and 29 trains were extended, thus leaving a backlog of 10 new trains and 8 cases of extension of trains.

With these few words, I support the Railway Budget.

*SHRI G. KARUNAKARA REDDY (Bellary): I am unhappy that the Railway Budget presented by the Hon'ble Railway Minister neglected the Karnataka State, especially in Hyderabad-Karnataka region in Karnataka State. More importantly, my Parliamentary Constituency, Bellary stands neglected with no facilities provided in this year's Budget also. Even though the Railways are getting nearly Rs. 1,500 crores income every year from Bellary, the Minister overlooked the needs of this area. Bellary District has a glorious past and presently developing in the spheres like major Steel Plants, Power Generating Units, Oxygen Plants, Sponge Iron and Allied Manufacturing Units, etc. and also as my Bellary District is having a World Heritage Centre HAMPPI. Thousands of foreign tourists and tourists across our country visit this place. As a result, thousands of people belonging to these areas and abroad are in need of enormous and extensive Railway transport facilities. During the last three years, I am repeatedly requesting the Minister to provide the following most important demands. But nothing has been done so far. It is like "Blowing of horn to a Deaf Person".

First and foremost thing to be done, according to me and needs, a medical team (doctors, nurses along with emergency medicines) should be present posted in each and every long distance trains as the passengers are facing huge problems on emergency situations.

I urge the Minister that more facilities to be provided at Hubli which will be benefiting its status as Zonal Headquarters.

The doubling of line between Hospet and Papinayakanehalli is not fully completed for train traffic. It is because of the negligence of Railways officials. I demand to take immediate action against such officials and I urge the Minister to issue necessary instructions to the authorities concerned to complete the work immediately to ease the traffic congestion.

*The speech was laid on the Table

I would also like to draw the kind attention of the Railway Minister to the fact that there are no day-time trains between Guntakal and Hubli causing lot of hardships to the passenger-public and employees of the region. Prior to gauge conversion, there were several trains passing through Bellary during the day and I request through you Sir, to kindly re-introduce all the trains prevailing prior to gauge-conversion.

Sir, Kottur-Harihar line forms an important link between the two coasts, East and West. The line, on completion would enable movement of iron ore and other commercial goods to all the three Ports, Mangalore, Chennai and Vizag Ports and on the return journey, the goods train can carry fertilizers, coal, cement and other products. The Hon'ble Minister has allocated very meager amount for this project. The line which is economically viable, should be given more emphasis and I urge upon the Minister to allocate the full amount for the early completion of this project. The cost of this project has gone upto nearly Rs. 225 crores. The Government of Karnataka requested Hon'ble Railway Minister to share the cost basis on 50:50, as previously it is 75% by the State Government and 25% by the Railways. I urge upon the Minister to consider 50:50 proposal and release the required amount fully and the project be completed at the earliest.

Bellary and Koppal belongs to Gulbarga revenue division and people of these districts have to visit Gulbarga very frequently. But as it is, there is no direct train facility to Gulbarga. Therefore, I strongly urge to introduce a direct train from Koppal through Bellary to Gulbarga via Guntakal.

It is the demand of our people that the Inter-city train between Bangalore-Hubli is connected in Chikkajajur from Bellary so that the benefit of the inter-city train is extended to the people of Bellary and Koppal.

Sir, the Train No. 311 Bellary-Miraj and 312 Miraj-Bellary may kindly be extended to Guntakal which will have a larger benefit for the people who seek a connection for various trains at Guntakal. This is also a long pending demand of this region.

Sir, it is brought to my notice from Season Ticket Travellers Association that timings of Amaravathi Express (Train No.7225/7226) running between Vijayawada and Hubli have been changed consequent to the introduction of Howrah-Vasco Super Fast Train (Train No.2847/2848).

[Shri G. Karunakara Reddy]

Earlier, Amaravathi Express used to depart from Bellary at 7.25 A.M. daily which suits many commuters who are more than 300 travelling Hospet from Bellary which is very convenient. But now, this is changed to 5.20 AM which is very inconvenient. Last train in the day towards Hubli is now at 6.10 A. M. i.e. Bangalore-Hubli Link Express (Train No.6591/6592). It also causes great hardship and inconvenience to daily travellers and general public.

I would suggest the following few options to mitigate the inconvenience of train travellers:—

- (i) Arranging for departure of Hampi Express (Train No.6591/6592) from Bellary at 6.45 AM instead of 6.00 AM; by making up loose time;
- (ii) Advancing of departure of Bangalore-Hospet Passenger (Train No.583/584) from Bellary to Hospet at 8.00 AM instead of 10.45 AM by making up loose time;
- (iii) Extending Bangalore-Hospet Passenger (Train No. 583/584) upto Gadag and arranging for departure from Gadag at 3.00 P.M. daily;
- (iv) Restoration of Guntakal-Gadag Passenger Train. This train was running between Guntakal and Gadag before gauge conversion. But even after the completion of gauge conversion, this train has not yet been restored till now; and
- (v) Arrange to make stoppage of Train No.2847/2848 at Koppal Railway Station being a District Headquarter.

I urge upon the Railway Minister to introduce a push-pull train between Guntakal and Kottur & Guntakal to Gadag as this will immensely help the common people, especially office goers and students, of these areas. Because of industrial development, every day, thousands of employees and the people connected with business of these industries are travelling from various places. To commute the employees from Bellary, Hospet and Koppal, these industries are running number of buses suiting to their shift timings. In view of this, I request the Minister to introduce the Push-Pull Shuttle train between Bellary and Koppal suiting to the working hours of the above industries. This will be of great help and assistance to the employees and public of this part of Karnataka. I also request the Railway Minister to take up the work of modernization of Hospet and Bellary Railway Stations upto

International Standards as these are the most important Railway Stations in the State and lot of international tourists are visiting these places.

Similarly, for the last 3 years, I appealed to the Minister for introduction of another direct train from Chennai to Mumbai and *vice versa* via Bellary and Hospet as this is the long-cherished dream of the people of this region. But no initiative has been taken so far in this regard. Bellary is flourishing as a business center and there is an urgent need to introduce these trains so that business people can benefit more.

Hospet in Bellary District is an important city with World Heritage Centre-Hampi, the international tourist destination nearby. Huge numbers of foreign tourists are visiting this international tourist spot, Hampi. Apart from thousands of tourists thronging the city, a large number of office-goers travel between these two cities daily. Therefore, there is an urgent need to ply a push-pull train between the two cities not only for the benefit of office-goers but also to those wanting to visit Hampi.

Hampi, being the international tourist spot, located in Bellary District, is also a World Heritage Centre. Lot of foreign tourists and Indian tourists are visiting this place. There is an urgent need to run a Palace on Wheels train in this important tourist spot.

The Hampi Express which is running between Hubli and Bangalore is having only one General Compartment and very less number of Sleeper Class Coaches. The common people those who are travelling in General Compartment and Sleeper Class are facing lot of difficulties due to shortage of coaches. I request the Railway Minister to include two more General Compartment, five more Sleeper Coaches and two more 3 Tier A.C. coaches in this train for the benefit of common people.

There is only one express train running between Hubli and Bangalore which passes through Bellary via Guntakal, Ananthpur and another passenger train from Hospet to Bangalore via Chellakere, Chitradurga, etc. Both the trains consume enormous time and distance. Since the present route is quite round about. In this connection, it is suggested that a new track may be constructed to connect Challekere and Tumkur so that the Hubli-Bangalore trains plying via Gadag-Ranibennur-Tumkur are made available since there is already train track between Bellary and Chellakere. If this track of 126 km. is set up, the total

distance from Bellary to Bangalore will be reduced by 110 km. which is really considerable in view of the large number of travellers' right from Koppal.

National Highway No. 13 of Sholapur-Mangalore Section crosses one railway line LC: 13 (13-14) near the Kanavi Veerabhadra Temple at Km. 298. Due to heavy mining activities, number of goods trains carries iron ore involving closure of railway gate very frequently as more than 30 times. Because of this frequent closure, thousands of vehicles are getting struck and hours together traffic jams occurring which is giving greater trouble to the people. There is an urgent need to construct a Road Under Bridge at this place for the free and smooth flow of vehicular traffic. This is the long pending issue of the people of these areas and needs to be taken immediately.

Bellary City is thickly populated place having a population of nearly 5 lakhs. One railway line (LC: 110) is crossing at the National Highway No.63 between Ankola-Gooty Section. Due to heavy mining activities, number of goods trains carries iron ore to different parts of country causes frequent closure of the railway gates not less than 30 to 40 times. Due to this, vehicular traffic is frequently jammed. Most of the time, school buses are also caught jammed and students are also greatly suffered as 90% of the schools are located at this area. This requires immediate Road Over Bridge. I request the Railway Minister to take up this project immediately.

Sir, the last but not the least, the Union Government and the Railway Ministry are neglecting the demands of the people of Bellary District of Karnataka which is not good and genuine. The people of Bellary District and other nearby places are very much annoying against this kind of attitude of the Union Government. We have no other way but to make Rail Rokos and severe agitations. To keep away this type of annoyance of the people of these areas, once again request the Union Government and the Railway Minister in particular to see that the genuine demands of the people of these areas are met and favourable action may be taken at the earliest.

*SHRIMATI P. SATHEEDEVI (Badagara): The Railway budget presented by the Railway Minister is having some positive aspects and to that extent it is appreciated. There is no intention to increase the passenger charges and freightage and the special benefits enjoyed by the weaker sections of the society are still continued. It is really appreciated.

*The speech was laid on the Table.

The state of Kerala contributes much to the revenue of Indian Railway. But the Railway budget provides a very meager amount for the development of Railway in the state of Kerala. The Railway ministry has again by passed the longstanding and reasonable demands of the state and no steps were taken for the enhancement and progress of Railway in Kerala.

Out of the newly introduced Gareeb rath one train is allotted to the state of Kerala. But the demand for a new train to Delhi from Trivandrum is not yet implemented. It is really a positive steps to increase the frequency of Maveli Express, Yeswanthpur Kannur Express and Kochuveli Bangalore Express. Considering the fact there is no other train from Kannur to Bangalore the Yeswanthpur Kannur Express should be made a daily train. The need for a passenger train from Mangalore to Calicut and vice versa are the only solution to provide facility to the daily commuters though this route especially in the morning and evening hours.

The Link Express which was the train depended by the passengers in between Mangalore Trichinapalli was stopped recently at the time of extension of Egmore-Mangalore Express. This has created an alarming situation, as the extended train is not capable to include the passengers traveling by Link Express. Hence the Link Express should be reinstated.

The only solution to the development of Kerala is the introduction of the West Coast zone. The genuine demand of the people of Kerala may be materialized.

It is highly appreciated that survey to new Railway lines to Thalassery-Mysore and Nanjankode-Mysore is introduced. This survey should be completed immediately and the work can start immediately.

Sir, over a million people of Kerala are now living at Delhi and in the surrounding areas like Faridabad, Ghaziabad, Noida etc. During the summer vacations and the festival seasons special trains should be introduced from Delhi to Kerala. The existing trains are quite insufficient to accommodate the heavy rush of the commuters to Kerala. One train from Delhi to Trivandrum via Konkan is to be introduced. Considering the increase in the number of passengers the frequency of Rajadhani Express should be increased to at least 4 days per week. The budget allocation for the electrification and that of the construction of over bridges are also very meager. There is no mention about the electrification of Shoranur

[Smt. P. Satheedevi]

to Mangalore. It should be included. The construction of Railway over bridge Nandi is still pending. It seems that the construction wing wants to prolong the projects as it is beneficial to them. Sufficient pressure from the government is necessary to speed up the work. The passenger amenities and safety can be provided, only by proper actions. Implementation of 8 hours duty to the crew of the Mail, Express and Super fast and passenger trains should be assured. The catering service should be made service motivated instead of the profit sharing attitude.

The people of Kerala is really disappointed due to the bifurcation of Palaghat division while forming the new railway division at Salem. It has really adversely effected the functioning of Palaghat division. Hence the entire Keralites are looking forward for some favourable actions from the railway ministry to strengthen the Railways of Kerala by providing a new zone in the west coast.

I hereby conclude my speech hoping for your favourable reply and decision in the longer interest of the people of Kerala.

[Translation]

SHRI TUFANI SAROJ (Saidpur): Mr. Chairman, Sir, I welcome the budget presented by the hon. Minister and through you I would like to draw his attention towards certain vital problems of my constituency. The problem of conversion of Audihar to Jaunpur metre gauge into broad gauge in my parliamentary constituency was being raised for quite sometime which was sanctioned by the hon. Minister of Railways three years back. It has been brought to my cognizance that funds have also been arranged, however, owing to the negligence of the concerned officers, there is laxity in the conversion work from metre gauge to broad gauge sanctioned by the Railway Ministry. I would request the hon. Minister to expedite the work of gauge conversion from metre gauge to broad gauge on Audihar to Jaunpur line.

Sir, through the Chair I am drawing the attention of the hon. Minister for the fifth time towards this problem. There is an unmanned level crossing at Trilochan Mahadev station on northern railway between Varanasi and Jaunpur for the last 40 years where accidents are very frequent. I have drawn the attention of the hon. Minister several times that there is an urgent need to man that unmanned crossing since it is a risky route. That crossing is 40 years old, however, no attention has

been paid to it. Janghai Railway Station is a junction between Allahabad and Varanasi, however, there is no stoppage of mail trains. Inter-city, Punjab Mail, Neelanchal Express, Ratnagiri, Ganga Cauvery trains etc. which pass through this station. The people of that area have to travel a distance of 70 kilometres to reach Varanasi, Allahabad and Jaunpur. I would request the hon. Minister that out of all these trains passing through that station whichever train he may find convenient should be given a stoppage there. Janghai station is a junction, yet there is no platform. There is platform on one side and none on the other. That is why common people have to face lots of difficulties in boarding and alighting from a train. There is no waiting room at the said station. People from distant areas come there, as it is a junction, however, they face a lot of inconvenience due to rains. I would like to tell the hon. Minister to arrange for a waiting room at the said railway station. There is Satharia Industrial Development Authority at Jaunpur which is a very big Development Authority and there is Mugarabadshahpur Railway Station near it.

Sir, the traders have to commute to Delhi from there. There is Mugarabadshahpur Railway Station near the Industrial area from where Neelanchal Express passes; however, it does not have any stoppage there. Due to this the traders and the common people face lots of difficulties, if Neelanchal Express is given a stoppage there then the industry can grow further and travelling for the traders and the common people could become easier.

[English]

DR. C. KRISHNAN (Pollachi): Sir, thank you very much for the opportunity given to me. I am speaking on behalf of Marumalarchi Dravida Munnetra Kazhagam headed by Thiru Vaiko, beloved leader of the Tamils.

Sir, I am here only to thank our hon. Ministers, Thiru Lалуji and Thiru Veluji for allotting a sum of Rs.30 crore for my project for broad gauge conversion from Dindigul, Palani to Pollachi, Pollachi to Podanur (Coimbatore) and Pollachi to Palghat (Kerala). I am once again thanking the hon. Ministers and laying my speech on the Table of the House.

*Respected Sir, I am speaking on behalf of Marumalarchi Dravida Munnetra Kazhagam headed by Thiru. Vaiko beloved Leader of the Tamils.

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

First of all let me extend my sincere and humble thanks for the Hon'ble Ministers Thiru. Lalu ji, and Velu ji, for making allocation in the 26-2-2006 Budget Rs. 30 Crores for the year 2006-2007 for Broad gauge Conversion from Dindigul to Palani, Palani to Pollachi, Pollachi to Podanur (Coimbatore) and Pollachi to Palghat (Kerala).

When this BG Conversion is taken the following narrow passages must be made broader to suit the present increase in population as well the increase of two wheeler and four wheeler Vehicles. This widening and one ROB at Udumalipettai towards Thali road is very important to full fill future generation of Population growth Vice-Versa. This is already in the Selected list of the State Government. The schemes are as follows:

1. Broad gauge Conversion from Dindigul to Palani, Palani to Pollachi, Pollachi to Podanur (Coimbatore) and Pollachi to Palghat (Kerala) Rs. 30 Crores allotted.
2. Pollachi-Kottur to Valparai level Crossing, widening very essential please
3. Udumalipettai-Thali level crossing Road over Bridge already in the list of the State Government Recommendation.
4. Udumalipettai-Ramasamy Nagar level crossing under ground two wheeler passage near Rudrappanagar.
5. Kinathukadavu-Pollachi Mullupadi level crossing, Road over Bridge most wanted.

My constituency POLLACHI is a place with plenty of Coconut trees. TOP SLIP the famous Wild Life Sanctuary, PALANI, the very famous pilgrimage center of South India, VALPARAI a hillside Tourist Center. The industries are related to the coconut and coir industries.

Four dams Alliyar dam, Thirumurthy dam, Amaravathi dam, Solayar dam are further attractions for the Tourists.

Sir, the following trains are stoping at Madathukulam, Udumalipettai (T.k.), Coimbatore D1. From Date: 11-1-2003.

It may be kept in records that these trains and more number of trains should stop in the above Railway Station Madathukulam which in my native place, even after Broad gauge conversion is completed.

| S.No. | Train No. | From | To | Arrival Time |
|-------|-----------|---------------|--------------|--------------|
| 1. | 772 | Dindugal 4.40 | Podanur 8.40 | 6.20 a.m. |
| 2. | 776 | Madurai 7.30 | Podanur 1.20 | 10.45 |
| 3. | 761 | Palghat 11.45 | Madurai 6.00 | 2.20 |
| 4. | 768 | Madurai 12.40 | Palghat 6.30 | 4.00 |
| 5. | 775 | Podanur 3.10 | | |
| | | Palghat 3.00 | Madurai 9.00 | 6.00* |

*SHRI ANANTA NAYAK (Keonjhar): I express my gratefulness for giving me an opportunity to articulate my views about Rail-Budget 2007-08 in this August House. First of all let me congratulate the Hon'ble Union Minister, Railways for making a cash surplus budget of Rs. 20,000 crore and initiating efforts like covering wooden berths with cushions, increasing unreserved coaches, facilitating the travel of senior citizens and ladies in trains, extending sops to the underprivileged and students/job-seekers. However, this, to me, to some extent is an eyewash as most of the major provisions announced in the previous Budget were either not implemented at all or the execution was unbelievably sluggish.

The "Outcome and Performance Budget" presented by Hon'ble Minister paints a grim picture on the expenditure front as the railway department was able to spend only 66 per cent of total annual outlays of Rs. 25,646.92 crore. The expenditure on various items like new railway lines, gauge conversion, rolling stocks and track renewal was well below the revised expenditure figures. Further, in some areas the gap between the revised expenditure and actual expenses till December 2006 was quite huge. For example, the Railway Department could spend only Rs. 552 crores on investments in PSUs against a revised outlay of Rs. 2,028 crores. The gap in the expenditure and revised outlays is a matter of grave concern and shows lack of planning and strategy of the department to carry out the targeted activities.

I would like to thank Laluji for the initiation of reform measures and achievement of the best possible operating ratio at 78.7 per cent in 2007-08. However, he should not take all the credit for the same as all of us know that any reform measure has a gestation lag. I must take this opportunity to state that the measures taken for

*The speech was laid on the Table.

[Shri Ananta Nayak]

creation of a cleaner and healthier rail network in India in the last government's era is showing the right results today. Further, millions of people of this country, business firms and industrial houses should also have been given credit as it is due to their mammoth faith in the Indian Rail that the present government could lay a cash surplus budget.

I am not in agreement with the Hon'ble Railway Minister's affirmation on the present Rail Budget as '*aam admi Budget*'. He has announced that Railways is poised to make a profit of Rs 20,000 crore during 2007-08 against Rs 14,700 crore vis-a-vis the previous year. This figure is quite misleading and paints a contradictory picture when one goes through Railway Ministry's own key performance indicators given at page 3 and 4 of Outcome and Performance Budget of Railways for 2007-08, tabled in this House on 26th of February 2007. The actual net surplus is 44 per cent (Rs. 11,537.48 crore) is lower than the claimed amount of total profit of Rs. 20,000 crore. Further, the assertion of the Railways on recorded high surplus without putting any burden on the common man loses its ground as each of us felt the betrayal and deceitfulness of the government when the passenger fares, last year, were reduced on one front and more amount of money was extracted from the common man through invisible means like hiking return reservation charges and service taxes.

I strongly believe that there is a story behind the passenger tariff cuts. As we can see the Indian Railways have mismanaged passenger movement in the competitive environment created by low-cost airlines which target richer passengers. Thus, to me, the lower-than-projected higher class earnings in the current fiscal have led the Honble Minister to go for a fare cut. With more than 8 per cent GDP growth, competition is the rule and the fare cut is as expected. In this context, I will never give credit to the Minister for this fare-cut and I may never digest his claim that Rail Budget 2007-08 is a common man's budget.

The Hon'ble Minister has claimed that he had rationalised the fare and freight structure. However, a miniscule fare reduction may fail to have an impact upon the common passengers since the net amount of payment relief for lower-class travellers would be very minimal. Further, this would get offset by hike in reservation fees and Super Fast Charges last year. The net payment relief would be highest for AC 1st class travellers in different trains who are from the richer sections of the society.

This completely shows that this budget is not meant for common man of the country.

Sir, if we analyse the trend of freight charges as budgeted during the last three financial years, we realise that freight increases for commodities have been substantial. Keeping in view the price rise and inflationary situation in the country, the nominal reduction announced by this year's Budget in respect of Petrol, Diesel and some minerals and ores movement by rail traffic may have a very limited impact on the economy. Overall, the freight increase during these years contradicts Hon'ble Minister's claims regarding the initiation of a competitive market by reducing tariff and reaching the benefits to the common masses. The transport cost in India is one of the highest in the world and needs to be brought down.

We are always comparing ourselves with China's economy. However, we forget the issue of efficiency in the two countries. The management of rail traffic, growth in the efficiency in the transportation, rationalisation of freight charge structure, adequate capacity generation in the effective management of assets and resources are the need of the hour. These are however, not taken into consideration while preparing the Budget.

I express my sincere thanks to the Minister for introducing a new train "Garib Rath" from Bhubaneswar to Ranchi. We all know that in spite of being rich in natural resources, the State of Orissa has been economically and socially backward. The transport infrastructure is very poor in the State as the State Government is running through adverse financial health. At this juncture, the Centre should have considered this State as a special state and accordingly could have planned for the all round development of the State infrastructure by increasing rail network. In my view, more such *Garib Rath*s for different destinations connecting the State's capital with mega cities could have been planned and executed by the Hon'ble Minister. Further, the Hon'ble Minister in his budget speech promised to introduce a new train from Bhubaneswar to Rameswaram but he had proposed to do the same only after gauge conversion. I may like to point out here that the Ministry of Railway's earlier sanctioned projects for broad gauge conversion and electrification have not yet been completed and the pace of completion is very slow. The changing economic and industrial scenario requires heavy investment from the Ministry for completion of the sanctioned projects, surveys, electrifications etc. I am quite disheartened that

the Government has allocated such a meagre budget of this kind.

Sir, Orissa is not only known for its substantial and plentiful natural resource reserves and biodiversities, but also popular for its tourism potential. Against the national average rail route length of 19 Kms/1000 Kms, Orissa has an average of only 15.03 Kms. In the past, several representations have been submitted for the enhancement of rail route length in Orissa for effective utilisation and exploitation of abundant mineral resources like coal, iron-ore, lime stone, bauxite, manganese, dolomites etc. While we are proud of possessing such a huge reserves of mineral resources, we are ashamed of the absence of appropriate infrastructure for the same. Since 2002-03, the State is marching ahead towards positive industrialisation with the help of leading global entrepreneurs like POSCO, ESSAR, TATA, TINDAL, BHUSAN, Arcelor-Mittal.

I must refer to a rail link between Badampahar-Keonjhar which was proposed by the Ministry of Railways in the year 2005-06 and allocation was made for survey works for the same. I got disheartened when I got to now about this Ministry's reallocation of a sum of Rs. 2.00 lakh for the same survey this year. This shows that the survey work which was proposed around one year back has not been completed yet. This has clearly dampened the spirits of the inhabitants of this area. I hope that the Ministry will complete all the formalities relating to survey and start laying rail tracks to connect Badampahar to Keonjhar as a result a link can be made between Paradip Port, Duburi (Kalinga Nagar industrial Area), Keonjhar (Tribal, Mines and Industrial area) and most commercial city Tata Nagar.

The link between Barbil and Jurudi has been completely washed away due to lack of proper maintenance several years before. Therefore a new survey should be made from Jurudi to Banspani i.e 12 Kms, which can be made a direct link with Bhubaneswar, Paradeep Tata Nagar via rich mineral area Barbil. So I demand for survey works that might have been sanctioned to find out feasibility to operate rail from Banspani to Bimlagarh (80 Kms).

Keeping in view the lack of connectivity in the State of Orissa, the Railway Ministry could increase the rail network by operating inter-city expresses connecting Banspani-Keonjhar-Bhubaneswar-Koraput Similarly, the State's proposal to introduce express train from Keonjhar

to Howrah via Tata Nagar could have been examined and necessary action taken for the same. This could have helped a large number of tribal populations as their trade, commerce and business would have increased manifold and helped in alleviating poverty from this part of Orissa.

It is, therefore, felt that the industrialisation will lead to the increase in the freight and passenger traffic to and from Orissa. Keeping in view the increase in demand for flow of freight to and from Orissa, the budget could have allocated more funds than last year's. The present allocation of budget for the State of Orissa is quite inadequate and done in a hurry without putting much forethought into the future prosperity of the State's economy.

It is quite painful to state here that most of the country side people, due to lack of connectivity are still reeling under poverty and destitution in the resource rich State like Orissa. Sometimes while the freight trains are operated by the railways, the inhabitant of resource rich areas like Jajpur and Keonjhar are deprived of travelling by train as no passenger train is allowed to operate in these lines. I, therefore, demand that sufficient action should be initiated to operate passenger trains connecting my constituency, i.e., Keonjhar.

I am quite disappointed with the Hon'ble Minister's lack of sympathy towards the economically backward people of States like Orissa. I am also disturbed about the slow pace of action of the Indian Railways in meeting safety and security requirement both inside the platforms and on the trains. I hope that the so called self-proclaimed wonder man Laluji would take steps to speed up existing projects in the backward states like Orissa, minimise delays in the operation of railways, establish modernised safety and security systems, reduce wastes and remove of inefficiencies. Since the Budget has not taken long term growth factors into consideration and left the backward states in their original state, our Hon'ble Minister, Railways can not claim that the Budget is for *am admi*.

[*Translation*]

SHRIMATI KIRAN MAHESHWARI (Udaipur): Mr. Chairman, Sir, I express my gratitude to you for providing me an opportunity to speak on the Railway Budget. The Railway Budget was presented by the hon. Minister of Railways, Shri Lalu Prasad ji in the House on 26th February 2007. Today when we are holding a discussion

[Shrimati Kiran Maheshwari]

on that Railway Budget. That day when the hon. Minister was reading out the provisions in the Railway Budget there was loud applause since he had made many announcements. Today, when the discussion is going on on that budget and had he been present here himself, he would have been able to comprehend what we intend to say. Making announcements is not sufficient. I would like to draw the attention of the hon. Minister of Railways towards the announcement made in the past. The figures shown by him in the budget are not correct and in a way entire country has been taken for a ride. We will not be able to satisfy ourselves with figures alone. If we come across very good figures or go through the figures showing profit earned by the Railways in crores would not be sufficient. Unless that fund is spent on infrastructure it does not appear that any effective step has been taken. The announcement of railways and the manner in which these have been made do not appear to be fulfilled. He announced that 32 new trains have been introduced. Last time he said that 55 new trains have been introduced but for which place these were plied, nobody knows. Last time also I said that hon. Minister has laid more emphasis on Bihar. This is Railway Budget and not a State Budget so, while discussing it, we will have to take the entire country into account. When I go through the figures of the year 2006-07, the transport cost is shown to be Rs. 11537 crore. Similarly, the estimated profit in the freight transport for the year 2007-08 is Rs. 11509 crore, which is 1.12 per cent and 5.76 per cent estimated increase has been shown in the passenger transport. If there is 10 per cent increase in the economy then this increase is considered to be approximately 13 per cent in the manufacturing and production sector. If it is so, then the increase in the railway transport should be at least 1.25 times of the growth in the economy, however, that much growth has not been shown. The boom in the economy is the offshoot of the efforts of the NDA Government under the leadership of the former Prime Minister Shri Atal Bihari Vajpayee. We can see the outcome of his revolutionary policies in infrastructures like roads, air, ports and construction of houses etc. I would particularly mention the dream envisaged by hon. Lalujji during his first Railway Budget speech that by the year 2020 there would be unigauge in the entire country as it is under the Government's consideration and soon we would start functioning on the unigauge and there would not be any metre gauge in the country. Our emphasis would be on the point that there should be only one gauge, unigauge system in the entire country. But progress made in this regard is like a drop in the ocean.

Sir, he has said in this budget that if some island like areas are left out, the railway connectivity would be provided to that area also. While drawing the attention of the hon'ble Minister, who is present in the House, I would like to say that I hail from Udaipur, which is an important place of Rajasthan, Mewar is the land of valour which has produced warriors like Maharana Pratap and devotees like Meera. Historic city of Udaipur has an important place in the tourist map of the world. Udaipur is well connected by road. It has golden quadrilateral road, two national highways pass through this city. If it is seen from air connectivity point of view, International airport is being constructed in Udaipur. Around 200 crore rupees are being spent for extension work in Udaipur which has been in progress. I would like to thank the Minister of Civil Aviation in this regard.

Sir, railway is the cheapest mode of transportation. This area is neglected from rail services point of view. The people want to visit Udaipur. But the cheapest and most accessible mean of transport for visiting that place is Railways, but this place has remained neglected from that point of view. Therefore, more funds for extending rail services at this place should be given. He talk about unigauge in his budget speech, but such an important place has been neglected in this regard. Since the introduction of train services in this area, the metre gauge has been there. When facility of alternative route would be provided, Udaipur-Ahmedabad would be the most important route. Udaipur-Ahmedabad could be an alternative route from Delhi to Mumbai. Delhi is connected to Udaipur, Ahmedabad is connected to Mumbai and has got connectivity ahead of it also. There is a need to connect only Udaipur to Ahmedabad. The people of Udaipur and Mewar have written many post cards and letters to Lalujji. When we visited him with around 2 lakh postcards and signatures, then respecting that gesture, he said that it has been included in the 11th Five Year Plan, Lalujji must make it clear in his reply as to what priority would be given to linking of Udaipur to Ahmedabad and the amount of funds likely to be allocated for this purpose.

22.00 hrs.

I have gone through all books of budgetary provisions but nowhere it has been mentioned that so and so crores of rupees have been proposed for first year of this project. Therefore, first of all I would like to clearly know from him, if Udaipur-Ahmedabad broad gauge has been undertaken in the 11th Five Year Plan, then what kind of

priority would be given to it in the 11th Five Year Plan, the details of funds allocated in this regard. Therefore, I would also like to say. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: You can lay the rest of your speech on the Table of the House.

[*Translation*]

SHRIMATI KIRAN MAHESHWARI: I will lay it, but today you must give some extra time to us. You have listened to the senior citizens, we are women, we get an opportunity to speak on very few occasions. Railway is one of the most important issues, therefore please let me speak. We are discussing unigauge, under that only, Mistry ji, I would like to say that if a survey in the entire country is conducted, it will be known that still 20% of trains are running on metre gauge and if it is seen from revenue point of view, the Ministry of Railways is earning only one percent revenue from it, therefore, it is essential to do so. If we want that profit should increase and Ministry of Railways should function smoothly, then we should pay attention towards connecting Udaipur to Ahmedabad.

Alongwith gauge conversion, I would like to remind you, that during last year's budget, Shri Lalu Prasad had announced that the survey for gauge, conversion of Mawali Marwar junction would be conducted, but even after lapse of one year, no survey has been conducted. This year also we made a mention of it, but I am sorry to say that he has nowhere made a mention of it. I would like to draw the attention because he should translate into action the announcements made in the budget. When he had announced that the survey from Mawai to Maiwar junction would be conducted but survey is not conducted, who is responsible for this failure? This should be kept in view while giving reply in the House that he must tell us as to when the work on Mawali-Maiwar junction would begin, announcement about which was made in last years budget, because this route is very important as Army Cantt is located in Jodhpur Railways can take money from Ministry of Defence also. Earlier also such scheme was formulated, they can get money from there also, because Army cantonments are there and this would be easiest route to reach those cantonment which will connect Browar via Bado-Sadri, Mawali, Nathdwara, Kankroute, Deogarh, and Bhim. This area is very important.

Alongwith it, I would like to make submission to introduce some new trains, after gauge conversion or Udaipur has been connected to Kota, a local train between Udaipur and Kota, Udaipur, and Ratlam should be introduced because work on Neemach Ratlam route has been going on and it is going to be completed very soon, and often the completion of this work, then local trains between Udaipur and Ratlam and Udaipur and Kota should be introduced for the convenience of the passengers. Earlier, two trains used to run between Udaipur and Ajmer, but in this year's budget only one train has been shown.

[*English*]

MR. CHAIRMAN: Please conclude now. Since today is the International Women's day. I gave you more time.

...(*Interruptions*)

MR. CHAIRMAN: You can lay it on the Table of the House.

[*Translation*]

SHRIMATI KIRAN MAHESHWARI: I want to submit that earlier two trains used to run, but now the provision for only one train has been made, but we want one train from Udaipur to Jaipur, the State capital of Rajasthan. It would be better if Shatabdi Express is introduced between Jaipur and Udaipur. People will be able to return on the same day in the evening. As it is a tourist spot, Railways would also earn lot of revenue from it, it is my view, because flights between these two destinations are always full. If train service is introduced, it will also earn profit. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Now, Shri Ravichandran Sippiparai.

SHRIMATI KIRAN MAHESHWARI: Sir, please give me two more minutes. I will sum it up. ...(*Interruptions*)

MR. CHAIRMAN: Since today is the International Women's day, I gave you more time. Please conclude now.

SHRIMATI KIRAN MAHESHWARI: Sir, since today is the International Women's day, please allow me to speak for two more minutes.

[Shrimati Kiran Maheshwari]

[Translation]

In the end, I would like to say that the Government is asking State Governments to give 50% contribution, the Minister of Railways had told in his speech that the issues of those State Governments would be taken on priority basis, which will give contribution of fifty percent. I would like to tell that Rajasthan which had faced drought, floods and many other calamities should be given status of special State, and in these circumstances, it is not fair to ask contribution from Rajasthan.

[Translation]

Therefore, I would like all the hon. members to support me ...*(Interruptions)*

[English]

MR. CHAIRMAN: Madam, you please address the Chair. It is too hard because it is in the late hour.

SHRIMATI KIRAN MAHESHWARI: Yeah.

MR. CHAIRMAN: And ladies like you should not speak so much during late hours.

SHRIMATI KIRAN MAHESHWARI: Sir, I am just summing up.

[Translation]

It is inappropriate to demand 50% contribution from the States. Till date no Government has ever made such a demand. It is inappropriate to demand 50% contribution from a State like Rajasthan. The entire expenditure should be borne by the Railways as it is earning a huge profit from Rajasthan. The Railways is running three heritage trains in this State. The palace on wheels earns a large amount of profit for the Railways. Hence, it is wrong to demand a contribution from Rajasthan.

With this I would like to conclude my speech and express my gratitude to the hon'ble Chairman for giving me an opportunity to speak. The Hon'ble Minister of Railways is present here. The hon'ble Chairman may please convey our demand to him and direct him to give the reply.

*SHRI RAVICHANDRAN SIPPAPARAI (Sivakasi): The Railway Budget for the year 2007-08 has got certain welcome features and hence I would like to appreciate

*English translation of the speech originally delivered in Tamil.

and support the same on behalf of our party Marumalarchi Dravida Munnetra Kazhagam.

Railways have done a commendable job saving about a thousand crores of rupees by way of putting to use its technical expertise in converting the metre gauge line on the Pamban bridge between Pamban and Rameswaram spending a mere Rs. 22 crores. Earlier, it was estimated that the gauge conversion on this bridge crossing the sea would be Rs. 1000 crores.

I would like to impress upon my colleagues from our neighbouring states and MPs from the northern states that Tamil Nadu has not got a better deal as you may think. There are many announcements of schemes that merely remain on paper. We have not got funds allocated for those schemes hence most of them remain to be promises.

As far as Tamil Nadu is concerned gauge conversion to the tune of 1800 Kms. of Railway lines were to be taken up but more than 1000 Kms. of metre gauge lines are yet to be converted to broad gauge lines. Fund flow is not there and the announcements remain as mere announcements. From Chennai and Chingleput the Railway lines linking Kanyakumari and Tuticorin are considered to be the life line of Tamil Nadu. This stretch needs to be converted as double track and proper allocation of funds are to be made yet. For name sake funds have been provided to take up doubling of lines up to Villupuram.

More than 50% electrification of lines have been completed in Kerala, whereas in Tamil Nadu more than 70% of lines are yet to be electrified. Be it doubling of lines or be it gauge conversion, Tamil Nadu is getting only lip service and empty promises. Though we have able Ministers we are not able to get what is due to us.

Our colleagues from our neighbouring state are peeved about the Salem Division being carved out of Palghat Division. They must know that South Central Railway was conceived and created from our Southern Railway. We were magnanimous and we expect the same from our colleague MPs from the neighbouring states of Tamil Nadu. Considering the paucity of time, let me conclude my speech highlighting the demands from the people of my constituency. Among the Railway men all over the country, more than three lakh Rail workers are track workers who are known as gang men or track men. They must get a better deal atleast from the Sixth Pay

Commission. They must get a suitable scale and grade. Kovilpatti Railway Station in my Sivakasi constituency must have an additional Computerized Advanced Reservation Terminal considering the ground reality that about four hundred reservations a minimum are made everyday. Srivilliputhur Railway Station may also be provided with Computerized Advanced Reservation Centre. Sivakasi-Satehiapuram road needs to have a Road Over Bridge. An additional day-train may be operated between Thenkasi and Madurai. A mere 25 crores of rupees have been earmarked for gauge conversion work between Virudhunagar and Manamadurai. More allocation may be made to complete this project at the earliest. Push pull train facility is there between Bangalore and Hosur. It may kindly be extended up to Dharmapuri. I urge upon the Railway Minister that this may be taken up immediately. Tamil Nadu has been witnessing more of announcements than the completion of Railway projects. We are still fighting for our cause to get more Railway Schemes for Tamil Nadu. Registering this concern and also appreciation for the laudable achievements as an expression of our leader VAIKO, let me conclude my speech.

SHRI BAPU HARI CHAURE (Dhule): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak. I rise to support the Railway Budget. Shri Laluji and his team deserve kudos and good wishes of the people for introducing Garib Rath without putting extra burden on them, providing reservation to SCs/STs in the Railways, envisaging the concept of model stations, providing bonus to encourage employees and for ensuring reservation of lower berths for old men and women. As there is paucity of time, therefore, I would like to raise a few issues of my parliamentary constituency. There is a longstanding demand of my parliamentary constituency to lay a new railway line from Manmad to Indore. An agitation is going on in this regard for the last 50 years. People of my parliamentary constituency are very sensitive about it. They have been agitating for the last 50 years and it will be intensified if no step is taken in this regard. I request you to construct a new railway line from Manmad-Malegaon-Dhule-Narayana to Shivpur-Sendhwa-Indore connecting Maharashtra and Madhya Pradesh. My Parliamentary constituency is a backward area. It is a tribal dominated district and this railway line is very important from the point of view of providing it railway connectivity. Bumper crop of banana, onions and grapes is produced in Dhule-Nasik-Jalgaon area. It is important to construct this railway line for the transportation of these crops also. Another benefit of this railway line is that it

will shorten the present distance of 829 kms. between Mumbai to Indore by 250 kms. as the new railway line will be constructed on the route of national highway and the distance between the two cities will remain only 580 kms. Hence, this railway line is beneficial for the Railway Board also. Sentiments of the people of my parliamentary constituency, of Madhya Pradesh and Nasik are being ignored. I earnestly request you to construct this railway line. The people of my constituency question my ability to do politics and say that I am not helping them. I am raising this issue since 10th Lok Sabha. The survey of a railway line between Dhule and Narayana has been conducted in 1994-95. This is the track which connects Dhule and Nardana Centre to Western Railways. Due to lack of financial resources the railway line between Manmad and Indore may not be constructed but I request that, at least, the 132 kms. long track between Dhule and Nardana whose survey has already been conducted may please be constructed. Through you, I urge the hon'ble Minister to construct this line.

My second point is that there is a longstanding demand for doubling of railway line from Udhana to Jalgaon i.e. from Surat to Jalgaon. In doubling this railway line the problem of acquisition of land shall not arise. Digging is also not required. Hence, the expenditure is very less. The doubling of railway line from Udhana to Jalgaon and from Jalgaon to Amalner has already been done. Even the line between Surat and Udhana has also been doubled. However, a pocket of three to seven km. on this track is entirely tribal. At least 10-15 passenger trains and 15-20 goods trains ply on this route. Doubling of this line will help in development of tribals. The Hon'ble Minister, Shri Manik Rao is also concerned about it. I request you to include it in the next budget. Railway Board officials have also understood its importance but failed to accomplish it due to lack of funds and resources.

Besides, I would like to raise a couple of points more. Godavari Express runs between Manmad and Mumbai. 2117 up and 2118 down Godavari Express, runs between Manmad and Kuralya. My district is corporate city. There is no special train from there for Mumbai. Only a boggie is attached to Godavari Express from Chaligaon. My request is that Godavari Express should start from Dhule instead of Manmad. It will provide relief to the people of Dhule. The famous Pune city is in Maharashtra and it hosts IT parks of major companies like Infoysis, Reliance and Tata. Therefore, passenger traffic has increased for Pune. At least 100 trains run every day for Pune. I request to attach an additional

[Shri Babu Hari Chaure]

bogie in Maharashtra Express to facilitate the passengers from Dhule to Puna.

My other submission is that a new train Khanveshrani has been introduced from Mumbai to Bhusawal via Surat and from Bhusawal to Mumbai via Surat. It runs from Bhusawal via Jalgaon, Amalner, Dhulia, Shindkheda, Chopra, Shirpur, Dharangaon, Nardana, Nandurbar, Songarh, Nayapur, Ukai, Vyara, Bardoli, Chalthan, Surat, Navsari, Bilmora, Balsad, Vapi, Umergaon, Borivali to Mumbai. The buses of State Transport division and private buses carrying thousands of passengers ply daily from Mumbai to Bhusawal. In case a train does not run, the people of South Gujarat and Khandesh area of Maharashtra can travel in these buses.

The Chief Minister of Maharashtra, Shri Vilas Rao Deshmukh, has sent a proposal regarding Chhatrapati Shivaji Railway Station. The proposal is about development of 20 acres of railway land lying unutilized near this station under B.O.T. The proposal is pending with the Railway Board and I would request the officers of the Board to implement it.

Five seats should be reserved in 2810UP Kolkata-Howrah Mail in Second AC/Third AC from Dhule. Seats should also be reserved from Nandurbar to Pune in Maharashtra Express, 1039DN in IIAC/sleeper coaches. I demand for a stoppage of 2129/2130 Pune-Howrah Azad Hind Express at Chalisgaon station. As I have already demanded, either a coach in Pune bound Maharashtra Express may be added or if it is difficult to do so, Azad Hind Express may be provided a stoppage at Chalisgaon so that Pune bound passengers may get relief. Sindkheda, Nardana, these two-stoppages fall under my parliamentary constituency. Last week, I met Shri Lalu ji and also Member Traffic, Railway Board and requested for a stoppage over there. In accordance with the recommendations of Member Traffic, Railway Board, a letter for stoppage of Howrah Mail at Sindkheda and Nardana was forwarded. Within a couple days, another letter was sent for cancellation of stoppage at Nardana recommended earlier. How strange it is that first a letter is sent for providing a stoppage followed by a letter canceling the already recommended stoppage. I request for a stoppage of Howrah Express at Nardana station.

SHRI LONAPPAN NAMBADAN (Mukundapuram):
Hon. Chairman Sir, though Kerala has received more

*English translation of the speech originally delivered in Malayalam.

consideration in this Budget compared to previous years, more needs to be done to fulfil the requirements of our state.

The bifurcation of only Palghat division, and there by creating the Salem division is a highly objectionable step. This is like conceiving a baby bigger than it's mother. If the Salem division was formed, by cutting out portions from several other divisions, no one would have objected to it. Along with this a west coast zone too should be formed.

The blood pressure of some members shoots up, if they even listen to the words Palghat, Mullaperiyar or Kaveri.

Kerala members and MPs are showing restraint only because it is part of our culture. It should not be viewed as our weakness.

The work of all eight overbridges in Mukundapuram constituency should be completed in time. The practice of levying toll charges for the newly constructed overbridges in Chalakkudi and Kalletunkara should be stopped.

The decision to levy toll charges for Railway overbridges across the state of Kerala should be dropped.

The railway stations at Chalakkudi, Ankamali and Irinjalakuda should be upgraded as model railway stations and all important trains on the route should have halt there.

The railway porters and other allied labourers are working with Indian Railways, since its very inception, their rights should be protected. Those workers who have been suspended on unjustifiable grounds, should be given back their jobs.

The steps being taken to privatize railways on a stage by stage basis should be stopped.

In the budget only 10 crores of rupees have been earmarked for the Ankamali-Shabari railway line. The expected expenditure for the construction of this 116 Kms. long railway line is 5,50 crore rupees. So the Budget allocation is abysmally low. It should be increased.

The process of land acquisition for this railway line should be put on fast track and finished in time.

About 207 hectares of land in Emakulam district, 217 hectares in Kottayam and 47 hectares of land in Idukki will be acquired. The land owners whose lands will be acquired should be given adequate compensation. This should be done, keeping in mind the land value in Kerala.

Let me mention, that the Sabari railway line would play a key role in the overall development of Kerala state, and especially the districts of Emakulam, Kottayam, Idukki and Pathanamthitta districts will profit greatly by this railway line.

The Sabarimala pilgrims who come from the neighbouring states of Tamil Nadu, Karnataka, Andhra Pradesh and northern parts of Kerala will all benefit by the Sabari railway line.

This railway line will pave the way for the development of several pilgrim centres and tourist spots in Kerala. It will result in the over all development of the entire hill side areas of Kerala. So considering its importance, the work on Sabari railway line should be completed in time.

Similarly, it should not terminate at Ashuta, instead the Sabari line should extend from Erumeli, to Ranni Konni via Punatoor up to Madurai.

I request that the neglect of Kerala, by Indian railway should end, and let this Budget be, a harbinger of such a change.

(English)

MR. CHAIRMAN: Shri Chandrappan, you can make a short speech. So many points have already been covered; the Kerala issues have already been covered.

SHRI C.K. CHANDRAPPAN (Trichur): I congratulate the Ministry for presenting a very innovative Budget and we are very happy that they could make good profit. The Minister shared the credit with the workers and also offered a prize for the workers. These are some of the very positive things that happened.

Now, when the Railways is making a lot of profit, I expect that some concrete measures should be taken to improve the system by adding better infrastructure. I propose that the Indian Railways should be made, as far as possible, accident-free. One of the very important

problems that we are facing today is old bridges constructed probably at the time of British period. So, there should be a plan to repair or even replace the old bridges and also more efficient signaling system should be introduced.

Then, Sir, the rolling stock is not up to the mark today. When we are thinking of having a railway system of world standard, probably emphasis should be made for improving the rolling stock also. These are some of the important suggestions I would like to make regarding the Budget.

Now, I come to the problems that we are facing, and I do not want to repeat all the problems, which have already been mentioned here. There is a proposal for making freight corridor connecting important cities and all that. But in the southern part of the country — Kerala, for example, which is on the southern tip of the country —from Kanyakumari to Chennai, we should make efforts so that the bottlenecks will not be there for the freight movement and also for the train movement. Here I would like to point out one thing. All the trains that are running in Kerala will pass through Emakulam-Shomur. Emakulam-Shomur is an area where 160 per cent of utilization is taking place. That means, any further movement is difficult. For any further development taking place in Kerala, this bottleneck will become a serious problem.

I think a proposal is pending before the Railways for construction of Edapally-Guruvayoor railway line. If that is constructed, that will act as a kind of bypass. Mumbai-bound trains could go through that line and Chennai-bound trains can go from Emakulam-Shoranur side. If that project is given priority, and also if measures are taken to speedily construct the Thanoor-Guruvayoor line, Konkan Railways will have continuity in Kerala which will be extremely useful for the Railways. It will tremendously help in the economic development of the coastal region of Kerala.

The Ministry has made a proposal that the Pollachi-Palghat Section metre gauge line will be converted to broad gauge. I think that it should be given a little more priority. The Kollangode-Trichur connection which my friends referred to will bring Tamil Nadu and Kerala closer. It will be a very important short route for movement of tourists and pilgrims.

So far as Kerala is concerned, the Minister himself was saying in some of his speeches that Kerala has

[Shri C.K. Chandrappan]

broad gauge lines from one end to the other of the State with a little gap near Shoranur. I urge the Government to fill up that gap very quickly. Also, electrification of line from Shoranur to Mangalore is very important and it should be taken up on high priority basis so that Kerala can claim that it has electrification from one end to the other end of the State because Kanyakumari-Trivandrum section is going to be electrified. I hope these suggestions will be considered and some positive response will be given by the hon. Minister in the reply.

Regarding the issue of Railway Zone, we spoke a lot about Salem and Palghat already. We are not against Salem. Our only aim is that Palghat should not be made unviable. A decision should be taken to create a new zone in the southern part of the country named Western Zone. That Western Zone should include Trivandrum, Palghat, Salem and also a part of the Konkan Railways, probably from Goa to Bangalore. That will be a viable zone. If that zone is built, probably administration will become better. It would be a more coherent, more compact zone and Railways would be able to give more satisfaction to the people of that region.

I say this because from Kerala there has been a demand all the time that there should be a separate zone with headquarters in Kerala. I think this zone is now viable. I look at it very positively. With the creation of a new Division in Salem, now there are three Divisions—Trivandrum, Palghat and Salem. Then if you take this part of the Konkan Railway then a zone will come which will have Tamil Nadu, Kerala and Karnataka. So, I request you to consider this favourably.

I thank you for your indulgence. With these words, I conclude.

[Translation]

DR. SATYANARAYAN JATIYA (Ujjain): Mr. Chairman, Sir, today the House is deliberating on the Railways at length. Two Ministers of State in the Ministry of Railways are present in the House. When Rail Budget was being read out, I was of the view that Madhya Pradesh would surely be given some additional facilities. Like current year, last year also I had expected. So far as expansion of railway is concerned, I would say that there is a need to do lot more to meet the expectation of the people. As railway is the life line of commonman. In this contest I would like to say the following lines:

“Jansamanya ka sarokar hai railon se,
isliye sanraksha ke kaam ko de poorā anjam,
surakshit ho rail yatra pahunche samay par apne
gantavya mukam,
khan paan seva mein ho sudhar,
swasthyaprad Khadya samgri aur Peyjal sudh mile
yatriyon ko
railway station par hogi poori swachchhata aur safai,
tabhi kahne main baat hogi ki ham aapko de badhai.”

Despite this, people expect a lot from the railways. The hon. Minister has said that old coaches of the trains will be replaced by new ones and 800 additional coaches will be added. I expect the railways to add said new coaches in all the trains, but how the railways would manage with these coaches? At present some of the coaches in trains are in a very bad condition. Indore coach in train which starts from Hazrat Nizamuddin is in a very bad shape. Therefore, there is a need to change all such coaches and there is a need for providing drinking water in general compartments and also arrangement for light needs to be made. I expect the railways to manufacture well-designed coaches with enhanced seating capacity.

The railway proposes to upgrade 300 stations. I hope the hon. Minister will surely include Indore, an important station and also Nagda and Vikramgarh Alot stations in this project for upgradation.

Railways have declared 2007 as the sanitation year. Cleanliness is greatly needed but the employees engaged in this task should not be exploited. They should get fair wages and other facilities, as the number of people employed for this purpose is not so much. Therefore, I expect the railways to provide them additional incentive.

The section between Neemach and Ratlam has been converted into broadgauge. It has instilled great hopes. Introduction of a train between Mahakal-Puskar on Ajmer-Ujjain section can be immediately helpful. I would urge the Ministry to start a train on this route. Similarly, a direct train for Indore-Ujjain-Ratlam-Udaipur and a Garib Rath on Ujjain-Nagda-Kota-Haridwar route should also be started. It will be much better if an intercity on Ujjain-Ratlam-Neemach-Chittorgarh route is started. The demand for a DMU between Ujjain-Indore has been outstanding for long. Jaipur-Kota-Shamgarh train should be extended upto Nagda, Ratlam. Nagda is an important station. Very

large number of labourers stay here. Earlier all the trains used to stop here. The stoppage of all the trains should be restored. 2909/2910 Garib Rath also should be provided a stoppage at Nagda. The stoppage of 2941/2942 Ahmedabad-Asansole-Ahmedabad Express and Parsvanath Express which was cancelled and 2431/2432 Nizamuddin-Thiruvananthapuram Rajdhani Express should be restored. Samprak Kranti Express should also be provided stoppage at Nagda. Similarly, 2449/2450 Nizamuddin-Madgaon Goa Samprak Kranti, 2653/2654 Chandhigarh-Kochuveli Kerala Samprak Kranti Express should be provided a stoppage at Nagda. Ratlam-Bhopal Intercity and Indore-Pune Express should be provided a stoppage at Khachrod. There has been a demand for it for long. As Vikramgarh Aalot is a big pilgrim centre, therefore, I would urge to provide a stoppage of 2974/2973 Jaipur-Indore-Jaipur Express and 2432/2431 at Aalot station. There is a need to upgrade the waiting room over there.

Now, I would take up the issue of change in timing of trains. Hazrat-Nizamuddin Express should start at such a time that it can reach Ujjain at 8 and Indore at 9.30 hrs. The said train should be provided a stoppage at Mahidpur Road station. Survey for doubling of Ujjain-Indore railway line should be conducted. Adequate funds should be allocated for doubling and electrification of said line on priority basis. Along with the proposal for gauge conversion of Ratlam-Indore railway line, the gauge conversion of Ujjain-Fatehabad-Chandhrwaliganj should also be taken up. Laying of a railway line between Ujjain-Agra-Susner-Ramganj Mandi via Jhalawad is urgently required for the development of this area. Ratlam, Bhopal, Nagda, Kota stations should be expanded and upgraded.

With this, I would like to thank the hon. Minister. As both of the Ministers of State are quite experienced. I hope they would do the needful.

[English]

*SHRI CHENGARA SURENDRAN (Adoor): Hon'ble Sir, this is third consecutive Rail Budget of Shri Laloo Prasad Yadav. I congratulate him for year after year presenting pro-common man, rail budget, and not making any increase in the fare, rather he has slightly decreased it this year. So, he deserves all my well wishes and congratulations. But I would also like to draw his attention towards a long pending demand of the people of Kerala. For quite a long time people of Kerala are demanding a

separate railway zone for Kerala. But Hon 'hie Minister has ignored their this demand. So, I request him to pay attention towards this demand.

In Kerala there is a Palakkad Railway Division. Now this Division has been bifurcated into Palakkad and Selam. Selam is in Tamilnadu. After the formation of new division in Selam, the majority work of Palakkad division will go to Selam. This will adversely affect the interests of the people of Kerala. As per the bifurcation proposal Selam Division will be bigger than Palakkad Division. It means child will be bigger than mother. It should not be allowed to happen. So, I request Hon. Rail Minister to interfere in this case immediately and protect the interests of the people of Kerala.

As we all know a large number of Keralites are living in Bangalore and Delhi. They are doing different jobs in the service of nation and humanity. We had demanded for more trains from Bangalore to Trivendrum and from Delhi to Trivandrum and vice-versa so that there could be better rail connectivity. But in this rail budget there is no mention of any new train between the above mentioned destinations. We again stand by our demand and request Hon. Rail Minister to introduce some more trains on these routes. In the same way Government should also introduce some more trains on Kollam and Chengotta railway line. There is huge work of gauge conversion is going on Kollam, Virudunagar railway line.

This work of gauge conversion was started in 1998 and it could have been completed long ago, but this is very sorry state of affairs that it still continues.

The work of gauge conversion has been almost completed only from Kollam to Punular. The work of gauge conversion from Punnular to Sankotta is yet to be taken up. It is estimated that there will be need of Rs.300 crores for this work. But the Govt. have allocated only 100 crore rupees for this purpose. It means it will take years to complete this work. This is my humble submission to the Govt. that it should allocate more funds for this purpose so that this work is completed this year itself.

Now, I come over to my constituency—Adoor. This part of land is very rich in nature and a large number of domestic as well as international tourists visit different tourist destinations located in this area. But most of part of this constituency is not connected with railway network. So, I request that Government should lay down a new

*The speech was laid on the Table.

[Shri Chengara Surendran]

railway line from Chengannur to Trivandrum via Adoor and Kottarakara. A.M.C. Road ~ parallel railway line from Chengannur to Trivandrum via Adoor and Kottarakara will boost mobilization and tourism in this area. So, Govt. should immediately take steps in this direction. I also request the Govt. to build one over bridge at Avaneeswaram on Kollam-Senikotta railway line as thousands of vehicles pass through this railway crossing. Very often accidents are witnessed on this spot, so an over bridge is urgently required there.

Sir, Kerala is famous as God's own country. Every year lakhs and lakhs of people visit Kerala. But condition of railway stations and platforms is not as per the international standard. So, I demand that more funds should be allocated for the upgradation and modernization of the railway stations and platforms.

With these words, I conclude my speech.

*DR. SEBASTIAN PAUL (Emakulam): I support this year's good news' budget, presented by the Railway Minister. It must be said to his credit that the Minister has given professionals in Rail Bhavan ample freedom to operate in the best interest of his Ministry. The result is as surplus of Rs. 11,000 crore and a profit of Rs.20,000 crore. It makes the Railways the country's largest profit making entity, leaving behind ONGC and Reliance. In a sunshine atmosphere, the Minister was able to present a please all budget. Instead of resting on his laurels, now is the time for the Minister to think beyond his term. He should now concentrate on improving security and service quality. Privatising services may seem to be good for the time being. But in that process, Laluji is neglecting the men who enable his team to write an unbelievable success story. The sad plight of the porters, vendors and stall owners, who are facing an uncertain future, should attract the attention of the populist Minister. Privatisation is making them jobless. Let us not forget that those humble people are also entitled to hear the good news. To start with, I request the Railway Minister to personally address their problems. Apart from the surplus and profit statement, it is a balance sheet of human misery. The sight of a starving porter at the entrance of a railway station is not an auspicious sight.

[Translation]

DR. RAMESHWAR ORAON (Lohardaga): Mr. Chairman, Sir, I would like to express my thanks to you

*The speech was laid on the Table.

for the opportunity you gave me to speak. I rise to support the Railway Budget on this occasion and would like to extend my thanks to the chairperson of UPA, Shrimati Sonia Gandhi, hon'ble Prime Minister, Manmohan Singh and hon'ble Minister of Railways Shri Lalu Prasad ji. They deserve this commendations because when I was not a Member of this House the palpitation of hearts of lakhs of crores of people like me used to increase at the time of presentation of Rail Budget. People were concerned that railway fare would increase. Traders were also concerned about the prospective increase in the freight charges. However, during the last three-year tenure of UPA government, under the leadership of the Minister of Railways, neither freight charges nor railway fare has increased. Really it is a commendable performance of the Minister of Railways. Not only this but there are other reasons as well for this commendation. Relief has been provided to all sections of society including farmers, traders, students and the candidates going out to appear in competitive examinations for jobs. The hon'ble Minister of Railways also deserves commendation as the backlog vacancies for SCs and STs are also being filled up. The hon'ble Minister of Railways and the UPA Government have done a commendable work by introducing 'Garib Rath' for poor and middle class people who did not afford to travel in AC Coaches. Now these people may also avail this facility. I would also like to extend my thanks to the hon'ble Minister of Railways for the modernization of railways being undertaken. It is also a good thing.

Lalu Prasadji has elevated the prestige of politicians by way of bringing improvement in Railways because till now it was prevalent perception among common people that Government Undertaking are not set up to earn profit. Rather these are set up for the benefit of politicians or the people because profit cannot be earned by the government sector undertakings. Lalu ji has changed this perception. During the NDA regime Railway was running in loss and to make up this loss rail fare and freight charges were being increased. He has altered this situation and has proved that a politician can also alter the trend by way of efficient management and can motivate the Undertakings like railway to earn profit and get it earn profit. For this, I would once again like to extend my thanks to you.

Several Committees were constituted to improve the financial condition of Railways. The main among them was constituted under the chairmanship of K.C. Pant who was the Deputy Chairman of the Planning Commission. Thereafter, Rakesh Mohan Committee was constituted.

All these Committees had recommended for the cost reduction in railway enhancing its productivity. Only then Railway can earn profit. Its network can be expanded by way of laying new lines and facilities can be provided to the passengers. The Indian Railways have taken advantage of it and today we find that railway is in good position and is functioning well.

Mr. Chairman, Sir, now through you I would like to draw the attention of the hon'ble Minister of Railways towards some of the problems being faced by railways. As the months of December and January come, railway passengers become very apprehensive about the timings of Railway. Dense fogs envelop entire North India and it is on account of this that either trains are delayed or cancelled and passengers have to face difficulties and railways also suffer loss. In this regard I would like to give a suggestion to the Ministry of Railways that it should develop anti-fog technique, so that, train may run even during foggy condition and passengers may not face difficulties and railways may not suffer loss. Sir, we live in a metropolitan city where there is much crowd and ordinary passengers face difficulties in boarding trains. In this connection I would like to suggest that only passengers should be allowed to enter in railway stations as is done in airports. In this way we can get rid of this problem.

Sir, since I hail from Jharkhand so how can I conclude without speaking about Jharkhand. The people of Jharkhand are very disappointed from this Rail Budget. Nothing new has been provided to Jharkhand in this Budget. So, I would like to present some of the demands for Jharkhand State which I read.

Lohardaga-Gumla-Simdega line should be constructed.

Lohardaga-Tori line should be completed at the earliest.

Station in Lohardaga should be located near the town, as presently it is 6 k.m. away from the town.

The Railway projects which are pending in Jharkhand should be completed at the earliest by way of providing them funds.

Ranchi-Delhi Rajdhani should be made daily.

Jharkhand Express should be run at right time, presently it runs late.

At the end a Railway zone should be set up in Jharkhand covering Ranchi-Dhanbad-Chakradharpur-Adra Division. With these words, I conclude.

[English]

SHRI P.S. GADHAVI (Kutch): Thank you very much. I would like to express my views on the Railway Budget.

In the Railway Budget, the hon. Railway Minister has not taken care for the regions from which the Railways generate more income. In that, Gujarat can be said to be highest revenue generating division in Western Railway. In Western Zone of the Railway in Gujarat State, Railway is having the longest kms. of its line and therefore, it is the demand of Gujarat to have headquarters of Western Railway at Ahmedabad, which the hon. Railway Minister has not accepted in this Budget.

Railways can even generate more income, if the Railways can go for the third track between Ahmedabad and Mumbai. This demand is also not accepted in this Budget. In Gujarat, there is a longstanding demand of having connections with Mumbai from Bhuj, Rajkot, Bhavnagar and Ahmedabad, but no new railway line has been announced in this Budget from the above referred cities to Mumbai. Hon. Railway Minister knows very well that at present, there are two express trains from Bhuj to Mumbai and are regularly running with over capacity and there is a genuine demand for having new express train from Bhuj to Mumbai and also there is a longstanding demand from the people of my constituency, that is, Kutch to have extension of Howrah-Ahmadabad Express up to Bhuj at least 3-4 days a week. This demand also has not been accepted.

In this Budget, for Gujarat, out of 32 new trains announced by the hon. Minister, only two trains are for Gujarat, that is, Vadodara-Bhilad Express and Gandhidham-Palanpur Express, out of which Gandhidham-Palanpur daily train was already there, on meter gauge. So, there is no train for Gujarat now.

There is a longstanding demand for gauge conversion between Ahmedabad-Udaipur which can connect Ahmedabad-Udaipur. But they say that it can be done during the 11th Five Year Plan. But we do not know when it will be taken up.

Sir, in all, extension of 23 trains has been announced in this Budget. But there is no train for Gujarat. There is

[Shri P.S. Gadhavi]

only one train from Ahmedabad-Faizabad-Sabarmati Express to Varanasi. But it is not for Gujarat. There was a demand for increasing the frequency of the trains. The frequency of only one train, namely, Ahmedabad Express has been increased from three days to four days.

Then there is no mention of Gareeb Rath for the poor people who are coming from Bihar and Uttar Pradesh to Surat and Gandhidham. No Gareeb Rath has been announced in this Budget. There is a long pending demand for the intercity train between Ahmedabad-Baroda-Bhuj. There is a long pending demand for the gauge conversion between Samdari-Bhildi line. If this line is done then the whole western part of the North India can be joined with the Kandla and Mundra Ports. Kandla and Mundra have become the gateway for the whole of North India and right from Pathankot-Bikaner-Junagarh Jodhpur can be joined.

The hon. Minister has not considered any demand of the Gujarat. They were: (i) facilities of double decker container on Kandla-Bhatinda Railway line; (ii) Gauge conversion of Bharuch-Dahej Railway line; (iii) construction of missing link between Patan and Bhiladi (broad gauge line); (iv) gauge conversion of Ahmedabad-Udaipur Railway line; (v) Surat-Hazira New Railway line; (vi) gauge conversion of Bildi-Samdari Railway line; (vii) shifting of Western Railway headquarter to Ahmedabad; (viii) starting of new railway lines; (ix) gauge conversion of rail lines; (x) gauge conversion of Surendranagar-Dhrangadhra, Mehsana-Patan; (xi) missing links of Patan-Bhildi, Surat-Hazira; (xii) third track between Ahmedabad-Mumbai; and (xiii) starting of new railway lines.

The following demands of the people of Gujarat have not been accepted: Bhuj Vadodara Inter City; Bhuj-Hyderabad Express Train; Bhuj-Puri Express Train; and Bhuj-Hardwar Express Train. So, I would say that Gujarat has been neglected even though Gujarat generates more and more revenue. I would submit that injustice has been done to Gujarat should be undone and demands of Gujarat be accepted. Our demands for the following sectors have not been accepted: (1) Viramgam-Sankheshwer; (2) Daman-Nasik; (3) Nadiad-Tarapur-Kheda-Matar; (4) Godhra-Dahod-Indore-Devas; (5) Tarapur-Mahedavad; and (6) Ahmedabad-Khedbhrma-Ambaji.

MR. CHAIRMAN: You please conclude now.

SHRI P.S. GADHAVI: Sir, I may be allowed to lay the remaining part of my speech.

MR. CHAIRMAN: You can lay.

SHRI P.S. GADHAVI: Our demands for the following sectors have also not been accepted: (1) Mahesana-Harji-Radhanpur; (2) Vejalpur-Botad; (3) Rajkot-Jaipur-Marward; and (4) Porbandar-Porbandar Port.

MR. CHAIRMAN: Mr. Mistry, if you want to speak today, please be brief because it is already 11 o'clock.

SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, I have a few things to say. First of all, I would congratulate the Railway Minister for presenting a Budget which has such a huge profit because at one stage the Railways was literally in a loss. In fact, the idea was to privatize it but that seem to have gone completely awry as the Railways is making a profit. Not only that, it is becoming a model to study by a number of premier institutions of this country and abroad. I would also congratulate the Railway Minister for looking after the poor people and especially, the second class passengers, the old age people, the handicapped people and for increasing the amenities and facilities in the trains.

Therefore, the poor people, the *aam admi* have remained the central focus of this Railway Budget and I would like to congratulate the hon. Minister and his entire staff and his other two colleagues in the Ministry for their endeavour. I would also like to congratulate the hon. Minister for sanctioning the Khelbramha-Abu Road railway line for which a survey has already been initiated in Gujarat.

Sir, in so far as my constituency is concerned, I would like to request the hon. Minister for considering the missing link of 15 kilometers between Morasa and Shyamlaji in the Ahmedabad Division. A survey was conducted when Shri Nitish Kumar was the Railway Minister. However, I have been assured by the present Railway Minister that he would do something about this line. I hope, while replying to the debate on the Railway Budget he would announce something positive in this regard.

MR. CHAIRMAN: You may wish him all success.

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

SHRI MADHUSUDAN MISTRY: This can serve as an alternative route. It would go from Delhi to Chittor to Udaipur and from Udaipur if this missing link is constructed, then the route could be connected to Mumbai *via* Morasa and Baroda. This could serve as a third route, like the one that exists between Ahmedabad-Palanpur-Abu Road and Delhi. The second route that exists is the Mumbai-Vadodara-Godhra-Ratlam-Mathura and Delhi. If this missing link is constructed then it could serve as a third route.

Sir, my second suggestion to the Railway Minister is that the Railways should think about classification of certain stations. Certain stations have been classified as 'B' 'C', 'D'. Same is the case with the railway crossings. Certain railways crossings have remained unmanned for some 20 to 30 years. But now vehicular traffic has increased and there is a growing demand for proper manning of the railway crossings. In fact, the villagers, especially around the crossings have been making this demand. Moreover, poor people, especially the farmers face a great deal of problem also. In some cases it is seen that if a railway line is passing through the fields, then sometimes one part of the field stands on the one side of the railway line and the other part of the field is on the other side of the railway line and such a thing poses a great difficulty for farmers in irrigating the fields and also in certain cases people find it difficult to carry the telephone lines. In such cases people would have to seek permission for doing such things and it takes a lot of time. The Railway Division is also far away. Take the case of my constituency. One part falls in the Ahmedabad Division and the other part falls in Ajmer Division. We hardly have any connection with Ajmer as such. This difficulty needs to be resolved. We should find some permanent mechanism within the Division to deal with such complaints. There are DRMs, but they have many other things to deal with. There are engineers and other people also but the Railways does have not officers meant specifically to deal with such complaints of the people.

Sir, another point that I would like to bring to the notice of the hon. Minister is that before gauge conversion took place, there were two to three trains that were running between Delhi and Ahmedabad *via* Abu Road. But after gauge conversion there is only one train running between Abu Road to Ahmedabad and another train runs in the evening from Ahmedabad to Abu Road. So, there are only two trains running between these two places in a span of 12 hours. People have to wait for long hours and there has always been a demand, not for a new

train, for extension of services of trains and for stoppages of other trains passing through these stations.

MR. CHAIRMAN: Shri Mistry, you may please address me. If you address me, then also the hon. Minister can hear you.

SHRI MADHUSUDAN MISTRY: Sir, there has been a long pending demand for a passenger train on this route. I would like to request the hon. Minister for consider running of a MEMU train between Ahmedabad and Abu Road. There is one more demand from the people of our area. Palanpur is considered to be the city of diamonds. Business worth crores of rupees takes place in this city and this city needs to be linked with Mumbai. This has been a demand for a very long time that Palanpur should connected directly from there to Mumbai. Now, the trains originate from either Jodhpur or from Jaipur. People boarding the train at Palanpur hardly get an opportunity to sit and travel by these trains.

23.00 hrs.

I would request the Railway Ministry and the Railway officials to consider my points sympathetically and if there are more suggestions, I will hand them over tomorrow.

SHRI MANJUNATH KUNNUR (Dharwad South): Sir, I thank you very much for giving me this opportunity to speak.

Sir, this is the fifth time that I am speaking on the floor of the House on this subject. I am more interested about construction of one ROB in my district headquarters, Haveri. The hon. Railway Minister, Shri Lalu Prasad, has said that their gross traffic earning has been projected as Rs. 71,218 crore. Now, the Government of Karnataka has agreed to bear 50 per cent of the construction of ROB in lieu of a RUB at Haveri. The Government has agreed to bear 50 per cent of the cost. Our hon. Minister, Shri Velu, had come to Hubli three months back and he saw the exact position with his own eyes and he was kind enough to call me for a meeting. I am very proud of the hon. Minister. He had instructed his officers but the General Manager of the South Western Railway has not heard him. This is the fifth time that I am speaking in this august House and the work is still getting postponed.

You may think that the construction of ROB is very easy but he knows the exact position. I am bringing to

[Shri Manjunath Kunnur]

the notice of the House that lakhs of people are interested in this. It is most inconvenient for lakhs of people who cannot carry their foodgrains and other things and who cannot cross the RUB which was constructed hurriedly and its technical feasibility is not there. Therefore, in lieu of the RUB, they want an ROB. I request you to consider my request this time at least. In Hindi, they say it as "Dariya me khas khas" Being a Member of that particular parliamentary constituency, I am raising it. The MPs who were representing my constituency earlier had also raised in this House. Why has it not been taken into consideration? They have written a letter that if the entire cost will be borne by the State Government, then they will consider it. How could it be possible for the State Government to give the entire amount? Therefore, I request the hon. Minister to consider the construction of the ROB which is a long pending demand of my constituency.

As regards the other ROB's bearing No. 311 and 328 at NH-4, they are already constructing them. But the work is handed over from your authority to the National Highways Authority of India and they have done only half the work. The remaining part of the ROB's have not been constructed. I request that the work may please be expedited. It is a most important work.

MR. CHAIRMAN: You may lay your speech on the Table.

SHRI MANJUNATH KUNNUR: I have some more points to speak and then, I will lay it on the Table. I would request for sanction of the following new lines in Karnataka like Haveri to Ankola, Haveri to Hospet, Haveri to Kumata via Hanagal and Sirsi, Dharwad to Belgaum via Bailhongal and Haveri to Shimoga. Surveys for these lines may be done. You know very well that Ankola-Hubli line is a long pending demand. Therefore, this is my earnest request as people of North Karnataka are very much demanding it. New trains like Hubli to Mumbai, Hubli to Varanasi, Bangalore to Varanasi via Hubli may be introduced. Varanasi is a holy place in North India. South Indians treat it as a heaven and most people go there. A new train may be introduced either from Hubli or from Bangalore to Varanasi. Hubli to Chakkajajur Passenger Train may please be extended upto Bangalore. There is a lot of demand for it. Passengers are facing the most inconvenience without it when there are less number of trains.

Sir, my next point is regarding stoppage of trains. The Intercity Train, Dharwad-Mysore Express Train and Sampark Kranti Train may please be stopped in my area, that is Haveri. Mysore-Dharwad Express Train may please be stopped at Yalavigi and Byadagi railway stations.

We are growing maize and chilly in abundance. Byadagi chilly is famous internationally. We have an international market for chilly. It has got best colour and best quality. Even the Standing Committee on Commerce has recommended to the Parliament for agro-export zone.

As far as the maize crop is concerned, we are no. 1 in the entire country. We are transporting all the maize through trains. So, trains may please be stopped in Haveri and Hubli.

There is no Recruitment Board in Hubli South Central Railway. It may please be established. One ROB in Kundagol may please be constructed.

As far as the doubling of lines are concerned, you have concentrated only on Bangalore, Mysore, etc. I would request that doubling of Miraj-Bangalore line may please be taken up. As you know, Hubli is heart of Karnataka. At least some parts in Hubli-Miraj or Hubli-Harihar may please be considered. These are the most important stations.

MR. CHAIRMAN: You can lay your speech on the Table of the House.

SHRI MANJUNATH KUNNUR: Okay. I lay my speech on the Table of the House.

Thank you for giving me an opportunity to speak. I hope the hon. Minister, Shri Velu, will consider my request for ROB at least this time. I would appeal to the hon. Minister not to give me a chance to make a request again for this ROB. I have already spoken four times, two times during the Railway Budget and two times during the Supplementary Demands for Grants. So, my long-pending request for this ROB may please be considered.

MR. CHAIRMAN: Today being the Women's Day, I call Smt. Sushila Laxman as the last Member to speak. Now, the time is 11:05 p.m. Ladies speaking after 11:00 p.m. is not common. So, I would request her to be brief.

*SHRI MANJUNATH KUNNUR: Mr. Chairman, Sir, I would make a few points concerning my parliamentary constituency, in particular, and my State, Karnataka, in general.

In the first place, Sir, I would like to request the hon. Railway Minister to take up the Rail Over-Bridge (ROB) in km. 393/12 & 14 in Haveri Railway Station, Karnataka as the same is most essential in the larger interests of the public in the area. Haveri is the district headquarters. Moreover, it is a long pending demand of the people of my parliamentary constituency hence, it should be top priority. During rainy season, water gets stagnated which creates a lot of problems for many vehicles coming from Hospet and Bellary with iron ore and other commodities with each vehicle carrying a whopping 35 tonnes of weight. There is no concrete road. In addition to this, an Agricultural Producers Marketing Committee (APMC) Yard is situated on the eastern side of the railway station. It is becoming increasingly very difficult for the farmers to carry their foodgrains and other agricultural commodities in rainy season, in particular and in other seasons in general. Maize and chilli are major crops in my area. We are sending outside the state and export to foreign countries. I would also like to stress that this road is very busy. So, there is no alternative solution in sight except to construct one more ROB in the vicinity. In this connection, the Government of Karnataka has also written a letter to the Chairman, Railway Board for the construction of ROB in lieu of RUB with the intention of sharing 50% of the cost of construction on cost-sharing basis. Government of Karnataka has agreed to bear 50% costs on cost sharing basis in this regard.

In this regard, I would like to state that I have raised this all important matter 4 times in the House but my genuine request has not been considered by the Railway Ministry taking into account the urgency and importance of the construction of ROB in Haveri Railway Station.

Another point, I would like to highlight is that as per the rules of the Railways, if there is a RUB, there is no provision to take up ROB. By citing this rule, they have rejected the genuine request of lakhs of people of my parliamentary constituency who have been suffering for long. Hence, I would like to request the Railway Minister to take up the work on cost sharing basis immediately.

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

Another important point which I would like to bring to the kind attention of the House is that the Railway Ministry has intimated me in response to my letter that this project can be taken up only with the payment of the entire amount by the Government of Karnataka. Is it possible to share the entire amount by the State Government?

Considering the seriousness of the issue and the long-pending genuine demand of lakhs of people of my parliamentary constituency, construction of ROB in km. 393/12 & 14 in Haveri Railway Station should be taken up on war footing and fulfil the desire of the people of the area. People of Haveri and many important public representatives like MPs, MLAs and Zila Parishad have raised this issue but their demand has not been considered positively till now, I hope the Hon. Minister of Railways, Shri Lalu Prasad would fulfil the long-felt demand of Haveri district, Karnataka immediately.

Till the time the above project is taken up, there is a lot of demand from the public to repair the underbridge immediately.

2. I would like to place the request for the sanction of the following new lines in Karnataka:

- i. Haveri to Ankola
- ii. Haveri to Hospet
- iii. Haveri to Kumata via Hanagal and Sirsi
- iv. Gadag to Kumata via Bunkapur, Hanagal and Sirsi.

The above mentioned lines have not been included in this year's Railway Budget. Hence, survey of the above lines should be taken up immediately.

- v. Dharwad to Belgaum via Bailhongal
- vi. Haveri to Shimoga Via Hirelerur and Shikaki pur

3. I would also like to request the hon. Railway Minister for the speeding up of the construction of Ankola-Hubli line.

4. I would like to plead the hon. Railway Minister for the introduction of following new trains:

- i. Hubli to Mumbai
- ii. Hubli to Varanasi

[Shri Manjunath Kunnur]

iii. Bangalore to Varanasi via Hubli

v. Hubli to Chikkajajur Passenger Train may please be extended up to Bangalore.

5. I would also like to request the hon. Minister to issue directions to the concerned authorities to stop Train No. 2725/2726 inter-City Express at Byadagi and Yalavigi Railway Stations in Savanur Taluk, Karnataka taking into consideration the fact that Yalavigi Railway Station is situated on the State Highway and it is very near to Gadag District Headquarters. It is exactly situated in between Haveri and Dharwad and Gadag districts. It is most useful for the public. Hence, a stoppage is most essential. I hope the hon. Minister would heed to my genuine request which would help the people of my constituency.

In this regard, I would also request the Railway authorities to ensure a stoppage of Intercity Train No.2725 and 2726 and Dharwad Mysor Train No.6201 and 6202 at Yalavigi Railway Stations. There has been a long pending demand for this stoppage from the people of my parliamentary constituency. Stoppage of "Sampark Kranti" Train No. 2629 and 2630 at Haveri Distt. Head quarter is most essential.

Mysore-Dharwad Express train may please be stopped at Yalavigi and Byadagi Railway Stations.

6. I wish to bring to your attention that the Haveri Railway Station is being renovated by spending a huge amount. Instead of demolishing and constructing a new Haveri Railway Station, Railways is renovated as the Haveri Railway Station was constructed in 1883. This effort of the renovation of the Haveri Railway Station by the Railways would prove dangerous as lives of passengers are involved, and hence, it should be stopped and in its place, a new Haveri Railway Station should be constructed immediately.
7. I would like to highlight that the following railway stations in my parliamentary constituency needs upgradation as these stations were constructed more than a century back:

i. Kundagol

ii. Gudagri

iii. Savanoor

iv. Yalavigi

v. Haveri

vi. Byadagi

vii. Ranbennur

I hope the Ministry would pay heed to my genuine requests taking into consideration the poor and dilapidated condition of the above stations.

8. I have been requested by the people of my parliamentary constituency for long for the construction of Rail Over Bridge (ROB) in Kundagol Town, which is a Taluka Headquarters and 20 kms. away from Hubli and the same may kindly be taken up immediately.
9. As the hon. Railway Minister is aware, Hubli is the Headquarters of South Western Railway. But there is no Railway Recruitment Board in Hubli. Examinations are conducted in Delhi and candidates are selected and sent to Hubli. A lot of precious time is lost in the process. Hence, I would request the hon. Railway Minister for the establishment of a new Railway Recruitment Board in Hubli so that required staff for the South Western Railway is selected in Hubli itself.
10. I would like to request the Ministry for the doubling of Bangalore-Miraj line, the demand for which has been there for a long time.
11. Haveri Railway Station should be declared as a Junction keeping in view its strategic location.
12. I would like to request the hon. Railway Minister to speed up the work of construction of ROB at km.311 and 328 km. on NH4 near Nelagoel Hanumanmatti Village in Haveri District, Karnataka.

In this regard, I would like to state that only half of the work is done by National Highways Authority and they have not completed the task taken by them. A lot of time has been wasted has been lost because of this. Under such circumstances, I would request the Railway

authorities to take up the above work and complete the above work and throw open to the general public as lakhs of vehicles ply on this NH-4. lakhs of vehicles are facing difficulty in cross this area which result in waste of time.

13. Regarding jurisdiction, I would like to submit that the existing jurisdiction of Kundagol to be shifted Kumarapattanam via Yelavigi, Haveri and Ranebennur, which come under DRM Mysore jurisdiction as Mysore is 350 km. away from Kundagol and Haveri railway stations., Therefore, it has become absolutely necessary to change the jurisdiction from DRM Mysore to DRM Hubli.
14. Regarding ROB in Yalavigi railway station, State Government has already agreed to bear 50 per cent on cost sharing basis. Hence, this should be taken up immediately as a lot of accidents were taking place at this juncture. Even recently, 4 persons died because of the hit by a tractor.
15. Construction of (FOB) foot over Bridge in Haveri and Ranebennur may please be expedited immediately.

The above said demands are my genuine demands in the large interest of public. Hence they may please be considered with top priority and include in the present budget. For which act of kindness I shall remain grateful, Sir.*

[Translation]

SHRIMATI SUSHEELA BANGARU LAXMAN (Jalore):
 Sir, I am thankful to you for giving me an opportunity to speak, as the last woman Member, on the occasion of women's day.

This is the fourth budget speech of hon'ble Railway Minister. He has made no increase in the rail fare and freight charges. Ordinary people liked his budget. In his budget speech he has also mentioned that railways will earn huge profits. But is it a fact that the passengers have not been burdened in this way? In this connection, facts reveal something else. I would like to bring few things to your notice as well as to the notice of the House.

There was a newsitem in a daily on 25th December, 2005 that the Ministry of Railways has doubled the

cancellation charges all of a sudden. As per the newsitem, the ministry has increased the cancellation charges of 1st-class A/C from Rs. 50/- to Rs. 70/- and that of IInd and IInd class A/C from Rs. 30/- to Rs. 60/-. Even the charges of IInd class has also been increased from Rs. 20/- to Rs. 40/-. These things need to be paid attention that generally 25% to 27% cancellations take place in railways. As a consequence thereof, the Department of Railways has put a burden of Rs. 500 crore on the passengers through Press Note.

Sir, similarly Rs. 10 to 20 per passenger more are being charged by the Railways on return and advance journeys which is resulting in a burden of around Rs. three thousand crore on the passengers. Many trains were running as Express trains which have been converted into super fast trains resulting in the increase of train fare from Rs. 20/- to Rs. 30/-. This conversion has put a burden of around Rs. 4 thousand 600 crore on the passengers. Earlier, under Tatkal Quota, passengers of lower class used to upgrade their reservation to higher class by paying Rs. 50/- but in 2006, under Tatkal Quota these charges have been increased. It is Rs. 150/- for lower class and Rs. 300/- for upper class. Not only this, the Tatkal Quota has been further increased upto 30%.

If a passenger gets his Tatkal ticket cancelled, he is not given any refund and the Tatkal passenger has to purchase a ticket from starting point to last point. This increase in Tatkal charges has put an additional burden of Rs. 8 thousand crore to 10 thousand crore on the passengers.

Sir, not only this, the passengers who book NGOs special train in a group, in that also charges have been increased from 10% to 20%. Besides waiting and halting charges have also been increased from Rs. 130/- per hour to Rs. 600 per hour.

Not only this, pantry car charges have been increased from Rs. 25/- per km. to Rs. 45/- per km. This has put a burden of Rs. 5 thousand crore on the people visiting pilgrimages.

Sir, there are many more things to say through which the railways has put an additional burden on the passengers. Even after doing all this if the hon'ble Minister claims that instead of hike in fare, he has decreased it then how far it is true? The railways is not taking money directly rather indirectly recovering money from the passengers.

[Smt. Susheela B. Laxman]

Sir, I represent Rajasthan and I would like to say that this year's budget has disappointed the people of Rajasthan. My Constituency is Jalore Sirohi. It is in a way cut off from entire India, as there is a narrow gauge in Jalore on account of which no direct train can reach therefrom any part of the country.

Sir, the railways had decided to convert the meter-gauge line into broadgauge. The work of gauge-conversion was first included in 1990-1991 budget. 17 years have passed, however, the work has not been completed so far.

Sir, the estimated cost has increased from three to four times but the railways are not paying desired attention towards this issue. The hon'ble Railway Minister should assure us that the gauge conversion work would be completed by the next budget.

Sir, the people of Rajasthan are residing in entire India due to their trade, industry or job. There is no train from my Constituency Jalore Sirohi to Chennai, Bangalore, Mumbai, Pune and Hyderabad. The passengers are facing lots of difficulties as the trains which go to Jodhpur or Bikaner, runs only once in a week. Further Sikanderabad-Bikaner train does not stop at Falna, which is the nearest station of my constituency. I have been continuously writing letters to the hon'ble Minister that this train should be run at least thrice a week; however, no attention has

been paid towards this. Hence, I request that stoppage of this train be provided at Falna and it should be run thrice a week. Ahimsa Express originating from Pune runs once in a week. For the last few days, people of Pune have been demanding to make it a daily train. Similarly, people have been demanding for many years to extend Jodhpur Bangalore Express upto Mysore. Further Jodhpur-Chennai Express should run via Reniguda so that people of Rajasthan can go to Tirupati.

Sir, I wrote letters to the hon'ble Minister several times for fulfilling these main demands but no proper reply has been received from his side.

Sir, due to paucity of time, I am concluding my speech and I hope that the hon'ble Minister would certainly ponder over the issues raised by me and do justice with Rajasthan.

[English]

MR. CHAIRMAN: The House stands adjourned to meet again at 11 a.m. on Friday, 9th March, 2007.

23.14 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 9, 2007/Phalguna 18, 1928 (Saka).

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